This Local Transport Plan for North Yorkshire has been prepared by the County Council in partnership with a wide range of transport users and providers and with the participation of other organisations in the public, private and voluntary sectors. It sets out North Yorkshire's transport policy and a bid to Government for funding to implement a wide ranging programme of measures to secure a more sustainable and inclusive transport network across the County.

There can be no doubt that transport enriches our lives. Our quality of life depends heavily on mobility and accessibility to services and facilities. However transport systems and the traffic they carry can have significant adverse impacts on the environment, health and our general quality of life. Vehicular traffic in town centres, in housing areas and in the countryside can impair the very qualities which people value most. We need an efficient and extensive transport system to support a strong economy, increase prosperity and provide social inclusion. The challenge is to achieve these aspirations in an environment ally acceptable way which provides for the various travel needs of individuals and businesses.

The County Council in partnership with others is therefore developing a more sustainable transport system. This is vital if we are to continue to meet the social and economic needs of local communities and safeguard the environment.

With support from Central Government, I am confident that the County Council can implement the policies and proposals contained within this document which are based on five common aims:-

- Promoting Economic Prosperity
- Improving Community Life
- Improving Safety
- Protecting and Enhancing Environmental Quality
- Promoting Social Equality and Opportunity

I commend this document to the Secretary of State.

Peter Sowray
COUNTY COUNCILLOR P G SOWRAY
CHAIRMAN OF THE ENVIRONMENTAL SERVICES COMMITTEE
## Contents

**FOREWORD**

**EXECUTIVE SUMMARY**

### SECTION A BACKGROUND AND POLICY FRAMEWORK

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Title</th>
<th>Page Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Vision, Aims and Objectives</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>Background and Policy Context</td>
<td>13</td>
</tr>
</tbody>
</table>

### SECTION B AN INTEGRATED TRANSPORT STRATEGY FOR NORTH YORKSHIRE

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Title</th>
<th>Page Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>An Integrated Transport Strategy for North Yorkshire</td>
<td>21</td>
</tr>
<tr>
<td>4</td>
<td>Accessibility</td>
<td>23</td>
</tr>
<tr>
<td>5</td>
<td>Road Safety</td>
<td>35</td>
</tr>
<tr>
<td>6</td>
<td>Public Transport</td>
<td>47</td>
</tr>
<tr>
<td>7</td>
<td>Sustainable Distribution</td>
<td>61</td>
</tr>
<tr>
<td>8</td>
<td>Travel Awareness</td>
<td>71</td>
</tr>
<tr>
<td>9</td>
<td>Transport and the Environment</td>
<td>83</td>
</tr>
<tr>
<td>10</td>
<td>Demand Management</td>
<td>89</td>
</tr>
<tr>
<td>11</td>
<td>Planning and Managing the Highway Network</td>
<td>95</td>
</tr>
</tbody>
</table>

### SECTION C LOCAL AREA IMPLEMENTATION

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Title</th>
<th>Page Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>Policy Sub Areas</td>
<td>107</td>
</tr>
<tr>
<td>13</td>
<td>Harrogate, Knaresborough and Ripon</td>
<td>111</td>
</tr>
<tr>
<td>14</td>
<td>Scarborough</td>
<td>127</td>
</tr>
<tr>
<td>15</td>
<td>Selby District</td>
<td>141</td>
</tr>
<tr>
<td>16</td>
<td>North York Moors</td>
<td>151</td>
</tr>
<tr>
<td>17</td>
<td>Yorkshire Dales and the Nidderdale AONB</td>
<td>165</td>
</tr>
<tr>
<td>18</td>
<td>Central</td>
<td>177</td>
</tr>
<tr>
<td>19</td>
<td>A64 Corridor</td>
<td>187</td>
</tr>
<tr>
<td>20</td>
<td>A65 Corridor</td>
<td>197</td>
</tr>
</tbody>
</table>

### SECTION D APPENDICES

- Appendix 1: Targets and Performance Indicators: 209
- Appendix 2: Summary of the Capital Bid and Revenue: 215
- Appendix 3: Summary of Consultation Response: 223
- Appendix 4: Simplified Appraisal Summary Table for the LTP Strategy: 233
- Appendix 5: List of Structural Maintenance Schemes: 235
- Appendix 6: Programme of Bridge Strengthening Works: 237
- Appendix 7: List of Daughter Documents: 243
- Appendix 8: Safety Engineering Schemes: 245
- Appendix 9: Five Year Programme for Road Safety Education, Training and Publicity: 249
- Appendix 10: Non-Safety Improvements on Non-Core Trunk Roads: 251
- Appendix 11: Street Lighting: 253
This is North Yorkshire’s Local Transport Plan for the period 2001–2006.

The Plan seeks to develop a better more integrated transport system for North Yorkshire based on less congestion, less pollution, more transport choice and less dependency on the car.

The County Council has undertaken an extensive consultation exercise to involve local communities and other stakeholders directly so that the Plan and its proposals can be developed and owned by all those that it is intended to benefit.

The policies and proposals in the Plan are based on five aims which support the County Council’s Corporate priorities:

- Promoting Economic Prosperity
- Improving Community Life
- Improving Safety
- Protecting and Enhancing Environmental Quality
- Promoting Social Equality and Opportunity

To achieve these aims the County Council has adopted the following transport objectives:

- To promote social equality by providing genuine choices of travel mode which meet the travel needs of the socially and physically disadvantaged
- To limit traffic growth by reducing the need to travel and developing alternative non-car travel modes
- To provide a safe, efficient and well-maintained highway network as part of an integrated transport strategy
- To minimise the adverse impact of traffic on the environment, particularly with regard to noise and air pollution
- To provide a quality public transport system for as many residents as possible which recognises the importance and impact of tourism in the County
- To reduce the number and severity of casualties arising from road accidents in the County

To facilitate opportunities for economic regeneration and growth and the sustainable movement of goods.

The transport strategy comprises the following inter-related measures:

- Improved public transport provision, including for example development of bus, rail, community transport, better interchange facilities, better information and awareness, provision of park and ride facilities where appropriate and safety and security improvements
- Improved facilities and networks for cyclists and pedestrians to encourage use of these modes especially as alternatives to the car for shorter journeys
- Improved facilities for people with impaired mobility in order to remove barriers and make transport facilities and services more accessible and user friendly
- Implementation of demand management measures, with emphasis on discouraging private car use for commuting to the main centres through management of long stay parking, travel awareness campaigns, green travel plans and other appropriate measures
- Highway network management and maintenance to achieve better, more efficient use of existing infrastructure primarily through the implementation of traffic management measures, improvements to the road network to facilitate environmental improvements, safety schemes, improved accessibility and the encouragement of movement of goods by alternative means to road transport
To develop and manage these inter-related measures the County has been divided into eight policy sub-areas. These have been determined by reference to transport and geographical factors which, when combined together, give each area an individual identity.

The Plan identifies a set of indicators and targets to assist the County Council in setting priorities and measuring progress and achievements. These include, amongst others, accident levels, use of bus services and traffic flows.

The current year's capital programme and future capital bid with an indication of the subject areas is shown below:

<table>
<thead>
<tr>
<th>MEASURE</th>
<th>CURRENT YEAR</th>
<th>FIVE YEAR EXPENDITURE PROGRAMME (£000s)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2000/01</td>
<td>2001/02</td>
</tr>
<tr>
<td>Public Transport</td>
<td>930</td>
<td>1,385</td>
</tr>
<tr>
<td>Park and Ride</td>
<td>225</td>
<td>575</td>
</tr>
<tr>
<td>Local Safety Schemes/Road Safety/</td>
<td>1,600**</td>
<td>1,675</td>
</tr>
<tr>
<td>Traffic Calming</td>
<td>890</td>
<td>790</td>
</tr>
<tr>
<td>Traffic Management</td>
<td>200</td>
<td>500</td>
</tr>
<tr>
<td>Parking Facilities &amp; Walking</td>
<td>130</td>
<td>150</td>
</tr>
<tr>
<td>Cycling</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td>Safe Routes to School</td>
<td>50</td>
<td>410</td>
</tr>
<tr>
<td>Freight Strategy</td>
<td>20</td>
<td>100</td>
</tr>
<tr>
<td>Disabled Strategy</td>
<td>20</td>
<td>120***</td>
</tr>
<tr>
<td>Travel Awareness</td>
<td>3,000</td>
<td>6,065</td>
</tr>
<tr>
<td>Performance Monitoring</td>
<td>-</td>
<td>60</td>
</tr>
<tr>
<td>INTEGRATED TRANSPORT SUB-TOTAL</td>
<td>6,240</td>
<td>12,970</td>
</tr>
</tbody>
</table>

Bid for Highways Agency funding
** Includes traffic management
*** Includes £40k County Council contribution to A65 Study jointly funded with Highways Agency

In addition to the capital bid above, the following Major and Major/Minor schemes are also included in the Plan for implementation in the Plan period:

<table>
<thead>
<tr>
<th>Major and Major/Minor Schemes</th>
<th>Cost (£'000s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scarborough Integrated Transport Package *</td>
<td>16,900</td>
</tr>
<tr>
<td>Harrogate and Knaresborough Cycle Network</td>
<td>2,100</td>
</tr>
<tr>
<td>Local Cycle Plans</td>
<td>500</td>
</tr>
<tr>
<td>Ripon City Centre</td>
<td>1,200</td>
</tr>
<tr>
<td>West of Market Place, Ripon</td>
<td>650</td>
</tr>
<tr>
<td>Skipton Bus Station</td>
<td>450</td>
</tr>
<tr>
<td>Whitby Traffic Management Strategy</td>
<td>500</td>
</tr>
<tr>
<td>Pickering Park and Ride</td>
<td>250</td>
</tr>
<tr>
<td>**TOTAL</td>
<td>22,550</td>
</tr>
</tbody>
</table>

* Capital cost of scheme assuming receipt of PFI credits
VISION, AIMS AND OBJECTIVES

1.0 VISION, AIMS AND OBJECTIVES

1.1 The Vision

1.1.1 The County Council’s aim is to create a partnership, in which public, private, voluntary sectors and local communities come together and respond to the challenge of dealing effectively with current transport problems and creating new transport opportunities.

1.1.2 As a starting point the County Council has adopted a vision of a sustainable transport system which will not only meet the social and economic needs of local communities but also safeguard the environment.

1.2 The County Council’s Corporate Priorities

1.2.1 An improved and integrated transport system serving the needs of the whole community is a vital part of achieving the corporate priorities of the County Council which have been developed after extensive consultation.

1.2.2 The County Council’s overall purpose is to improve the quality of life for everyone who lives in, works in or visits the County and to provide high quality public services. To this end the County Council has focused on six strategic priorities:

- promote a successful North Yorkshire economy and infrastructure;
- raise standards of throughout life;
- promote safe, healthy and sustainable communities;
- reduce disadvantage and help people in need;
- improve how we work and communicate with people locally; and
- ensure a future capacity to provide quality services which people want.

1.2.3 These priorities were identified following an examination of the delivery of the County Council services and what benefits people should get from them, and by asking the public about what the County Council’s priorities should be.

Local Transport Plan

12.4 The actions to achieve the corporate priorities flow from a number of strategic programmes. This is shown in the following diagram.
The Local Transport Plan will play a major part in meeting the Authority’s overall priorities. It has been drawn up following extensive public consultation and after a wide ranging analysis of other corporate plans and priorities related to the social, economic and environmental well being of North Yorkshire. The Plan is consistent with the Government’s overarching objectives for transport and is based upon the themes of integration, partnership and targeted investment as the means of developing a more environmentally sustainable and socially inclusive transport system.

The relationship between the Local Transport Plan and other policies and strategies is shown in the diagram below.

The Context of the North Yorkshire Local Transport Plan

- International & National Policies & Strategies
  - Transport White Paper
  - Planning Policy Guidance Notes
  - EU Legislation

- Regional Policies & Strategies
  - Draft Regional Economic Strategy
  - Draft Regional Transport Strategy
  - Draft Regional Planning Guidance

- Related Policies with Transport Impacts
  - Local Agenda 21
  - Education Policy
  - Economic/Development Strategy
  - County Structure Plan
  - District Wide Local Plans

- Local Strategies
  - Walking
  - Cycling
  - Strategy for People with Disabilities
  - Travel Awareness
  - Public Transport Information Strategy
  - Road Safety
  - Freight Strategy
  - Parking
  - Bridge & Carriageway Strengthening
  - Road Maintenance

- Related Policies with Transport Impacts
  - Air Quality Management Plans
  - Health Improvement Programme
  - Disability Discrimination Act
13 Key Aims

13.1 The policies and proposals in the Local Transport Plan are based on five common aims:

- Promoting Economic Prosperity – by facilitating opportunities for economic regeneration and growth and improving the operational efficiency of the transport system and provision for tourism.
- Improving Community Life – through traffic management and measures to reduce pollution and opening up/maintaining access to social facilities for all age groups;
- Improving Safety – through controlling speed/routing/traffic orders, giving priority to cyclists, pedestrians and people with disabilities;
- Protecting and Enhancing Environmental Quality – by integrating land use and planning and all forms of transport as a means of minimising environmental impact and reducing the need to travel;
- Promoting Social Equality and Opportunity – by providing genuine choices of travel mode and meeting the travel needs of the socially and physically disadvantaged.

13.2 To achieve these aims the County Council has adopted the following transport objectives:

1. To promote social equality by providing genuine choices of travel mode which meet the travel needs of the socially and physically disadvantaged.
2. To limit traffic growth by minimising the need to travel and developing alternative non-car travel modes.
3. To provide a safe, efficient and well maintained highway network as part of an integrated transport strategy.
4. To minimise the adverse impact of traffic on the environment, particularly with regard to noise and air pollution.
5. To provide a quality public transport system for as many residents as possible which recognises the importance and impact of tourism in the County.
6. To reduce the number and severity of casualties arising from road accidents in the County.
7. To facilitate opportunities for economic regeneration, growth and the sustainable movement of goods.

13.3 The above objectives have been developed following a comprehensive review of existing strategies and policies and the County Council’s previous transport objectives. The public and other stakeholders were also consulted about the aims and objectives they consider should underpin the Plan.

14 OBJECTIVE 1 - To promote social equality by providing genuine choices of travel mode which meet the travel needs of the socially and physically disadvantaged.

Key Issues

14.1 Improvements in accessibility for every local resident who does not enjoy personal mobility are considered to be essential in reducing social exclusion in society as a whole but with particular focus on the needs of women, children, the disabled, the elderly and those on low incomes.

14.2 In many rural areas use of the private car is not a luxury but an essential prerequisite of mobility for many people. For many rural residents there is no realistic alternative mode of transport. However, many residents do not have access to a car. Even in homes with a car, not everyone has regular access. For them public transport is the only option, if it is available, accessible and affordable. A lack of transport choice can result in social exclusion with some people denied access to a wide range of services and activities, dramatically impacting on their quality of life. In order to produce a fair and socially inclusive transport system there is a need to provide a choice of travel mode for all, including the socially and physically disadvantaged.
Strategies
14.3 The Local Transport Plan prioritises measures which promote social inclusion, accessibility and provide choices of travel mode which meet the needs of the socially and physically disadvantaged.

14.4 The aim is to provide the mobility-impaired population of North Yorkshire with as near as possible the same transport opportunities as those available to able-bodied people. Provision for the disabled is embodied in all relevant works within the highway and in the various proposals in the document designed to provide all users with access to buildings, facilities and the countryside. Proposals in the Plan include installation of tactile surfaces, audible warnings at signalised crossings, installation of dropped kerbs, removal of obstructions, review of the adequacy and distribution of parking for people with disabilities, help to voluntary organisations (eg Community Transport, Dial a Ride and Shopmobility) in providing their services and the introduction of low floor “kneeling” buses. The County Council believes that the strategy and programmes for delivery reflect the priorities of the disability support groups in North Yorkshire with whom there has been consultation.

14.5 The strategy to meet the needs of the socially disadvantaged includes measures to improve the quality and frequency of public transport and provide for an affordable system which provides access to employment, education and other services and facilities for all, especially those without a car and the mobility-impaired population. For example, the County Council supports a number of socially necessary bus services using the Rural Bus Grant and through its own resources.

14.6 All traffic and transportation schemes will be audited for ease of use by disadvantaged people and other less advantaged groups.

15 OBJECTIVE 2 – To limit traffic growth by minimising the need to travel and developing alternative non-car modes.

Key Issues
15.1 The predominant means of travel for the majority of journeys in North Yorkshire is by private car. The freedom and flexibility of private car usage contribute to the quality of life for many people but this comes at a high price in terms of the environmental problems caused by the private car and road traffic generally. National traffic forecasts predict that, unchecked, levels of traffic will have risen by between 53% and 83% by 2025. In recent years there has been a growing recognition, culminating in the Road Traffic Reduction Act, that continued expansion of highway capacity to meet traffic growth rates predicted in national traffic forecasts are neither desirable nor feasible. Both Central and Local Government are increasingly adopting a demand management philosophy rather than continuing the traditional approach of providing for continued traffic growth.

15.2 The challenge the County Council faces is to reduce and ultimately reverse the growth in the number and lengths of motorised transport journeys while developing sustainable alternative modes of transport. Limiting traffic growth is particularly pressing in urban areas and tourist “hot spots”. This is a significant challenge, particularly in a rural area like North Yorkshire, and will require positive action to provide real alternatives to the car principally through a revitalised public and community transport system and by changing the public’s perceptions and behaviour.

Strategies
15.3 The Local Transport Plan identifies initiatives designed to limit traffic growth, minimise the need to travel and develop alternative journeys to the car. Positive measures are included to reduce the number of trips made by
the private car and encourage drivers to change to more environmentally friendly modes by developing public transport services and infrastructure and promoting cycling and walking. The County Council considers that it is important to educate the public to make them aware of the alternatives to private motoring and the positive contribution that changing their travel behaviour can make to reducing congestion and damage to the environment. Parking policy seeks to discourage commuter parking and to give preference to short stay parking for shoppers and visitors. The further development of Park and Ride, particularly in the larger urban areas such as Harrogate and Scarborough and also at Whitby is proposed. The provision and utilisation of long-stay car parks, for dedicated Park and Ride bus services will reduce demand on the highway network, thereby reducing congestion and freeing-up capacity for essential traffic. The Plan envisages a number of new rail halts in the County and studies are proposed into the potential for re-opening former rail lines.

15.4 Travel behaviour is being addressed through the use of publicity and information and the development of Green Commuter Plans. The County Council is fully committed to the promotion of Green Transport Plans as a demand management tool and is working at a number of levels to promote their adoption. Initial priority has been given to developing a Green Transport Plan for the County Council itself, starting with the County Hall campus in Northallerton. Staff surveys have been carried out to establish journey to work patterns, car sharing is being actively promoted and staff encouraged to walk or cycle to work where appropriate. The County Council is also promoting the development of Green Transport Plans for other major traffic generators, including District Councils, Schools, Colleges and major private sector employers.

15.5 The development and promotion of alternatives to private motoring are expected to yield significant benefits, including lower levels of pollution through the reduction in vehicle emissions, and providing improved accessibility for those without a car, particularly rural residents and the socially disadvantaged. Measures to promote cycling and walking also have associated health benefits and to this end the County Council has adopted Cycling and Pedestrian Strategies.

16 OBJECTIVE 3 - To provide a safe, efficient and well maintained highway network as part of an integrated transport strategy.

Key Issues

16.1 North Yorkshire has an extensive road network which requires high levels of investment if it is to be maintained in a condition which meets economic, environmental, safety and integration objectives. It includes part of the national trunk road network which is maintained by the Government through the Highways Agency. The County Council maintains a network of 450 miles of other “A” roads and 4,809 miles of other roads. A significant proportion of this local network however was either not designed or constructed to modern standards or alternately requires structural maintenance and rehabilitation. The County Council’s own assessment programme has identified significant structural deficiencies of carriageways, bridges and roadway lighting. The challenge for the County Council is to use its limited resources to best effect in order to balance the competing demands of structural, routine and winter maintenance.

16.2 Proposals for the transfer of non-core trunk roads and their associated maintenance to local Highway Authorities represents an additional challenge for the County Council. Liaison is ongoing with the Highways
Agency to identify the key issues and establish a programme of action.

**Strategies**

16.3 In keeping with the County Council's overall strategy for a more sustainable transport network, the primary emphasis is on maintaining standards of safety on the existing network while ensuring that the needs of industry, commerce and the travelling public are catered for.

16.4 The majority of schemes contribute to the County Council's objectives of securing economic regeneration in the County's most disadvantaged areas, (the coast and upland rural areas in particular), and servicing those parts of the County which have an important role in supplying the nation's energy and power requirements (Selby Coalfield and the major power stations in the Selby area). They also contribute to maintaining safe access routes to the major quarries in the County and minimizing inconvenience and environmental disruption to nearby communities, providing safe and direct links to and from the County's trunk road network and dealing with the east-west movement of traffic along the A56/A59 which to some extent functions as an alternative route to the M62.

16.5 The strategy for remedial work on bridges is similarly focused and gives priority to those structures which are at greatest risk of compromising safety for users and where recourse to diversionary routes would result in unsatisfactory conditions of safety, negotiability and undesirable as well as potentially costly social and economic consequences for communities and businesses.

16.6 The County Council is progressing a number of major and minor improvement schemes. Major improvement schemes are proposed where there is a need to provide relief to communities suffering from unacceptable levels of environmental damage from through traffic. In the short term the County Council intends to provide relief through the use of traffic calming measures. However, in the medium to long term local bypasses will be the only remedy in some instances. Minor schemes range from works to improve road junctions in order to promote safety for pedestrians and cyclists, improve sight lines and traffic calming to the minor widening of particularly narrow and tortuous sections of the highway on the main network which cause severe problems for commercial vehicles.

17 **OBJECTIVE 4** - To minimise the adverse impact of traffic on the environment, particularly with regard to noise and pollution.

**Key Issues**

17.1 North Yorkshire has a diverse natural and built environment. A major challenge for the Local Transport Plan is to develop a set of robust, integrated and sustainable transport policies which meet modern day requirements without damaging the intrinsic qualities of the wider environment.

17.2 Motorised transport affects the environment in many ways. It is one of the fastest growing sources of greenhouse gases which are now widely accepted as a cause of global warming and climate change. Transport also affects the environment at a more local level. It can be very intrusive in the landscape. Vehicle emissions can cause health problems along certain routes where there is heavy traffic. Particular types of road surface raise noise levels.

**Strategies**

17.3 The Local Transport Plan includes measures designed to reduce the impact of transport on the environment. It gives high priority to schemes which limit traffic growth either by minimising the need to travel or by providing alternative non-car modes and introducing better traffic management techniques.
17.4 Improvement in air quality will occur over time as demand management measures to encourage greater use of public transport, walking and cycling and transfer of freight from road to rail take effect. Influencing travel habits such as Safe Routes to Schools and Green Travel Plans will also be a key factor.

17.5 Careful choice of road surfacing materials will contribute to reducing traffic noise. Complementary measures will include development of the HCV route network, the quiet roads network and route management.

17.6 In order to relieve communities of heavy and through traffic selective highway construction and improvements form part of the overall approach although it is recognised that in many instances such construction will not necessarily provide an effective or the most appropriate solution. Traffic management, traffic calming and small scale safety improvement works represent a more appropriate response in many rural situations.

1.8 OBJECTIVE 5 – To provide a quality public transport system for as many residents as possible which recognises the importance and impact of tourism in the County.

Key Issues

18.1 Improvements to the quality of public transport in North Yorkshire represents a significant challenge. The size and predominantly rural nature of North Yorkshire does not readily lend itself to convenient and frequent public transport operations. The problem is that while population density is low, car ownership levels are high. As car ownership levels have risen over the last decade, public transport usage has declined further leading to reduced viability and declining services. This has in turn led to reduced expectations and a general lack of confidence that a network of services can be provided capable of meeting at least some, if not all, the travel needs of individuals. As a result there is a significant minority without access to private cars and who rely on public transport at a considerable disadvantage.

18.2 Public transport infrastructure and services in many areas of the County are generally poor at the present time. Most market towns do not have either proper bus station or waiting facilities. In those that do, the facilities are often substandard. De-regulation of the bus sector has also led to the entry of smaller bus/coach operators into the public transport market. This has led to fragmentation of services with a large number of operators running a bespoke service but with poor levels of integration.

18.3 The County Council recognises the importance of tourism to the County's economy and its impact on the local community. Its importance is clearly one of economic development, diversification and employment while its impact is often seasonal congestion. As a significant proportion of tourist traffic is by car, the secondary challenge is therefore to facilitate a network of high quality public transport services which offer choices of mode to tourists visiting the County.

Strategies

18.4 The County Council is committed to the provision of a high quality integrated public transport system. Provision of such a system will provide real benefits to both residents and visitors alike, and provide improved accessibility for those without access to a private car as well as realistic alternatives to private car use. However, the County Council recognises that there is no short term easy solution. Such a system will take time to develop. The Local Transport Plan therefore focuses on securing sustainable growth in public transport usage by building on a core network of quality services supported by appropriate infrastructure.

18.5 A key factor in achieving these quality
improvements is partnership with public transport operators. Over the Plan period the County Council will continue to develop its existing good working relationship with operators. Key elements of this strategy have been continuing dialogue with bus and train operating companies, the development of Quality Transport Partnerships and the appointment of five Rural Transport Partnership Officers. The Plan contains proposals to improve and develop both the quality and frequency of public transport services and associated infrastructure.

18.6 Tourism is an important growth area and is important in strengthening and diversifying the rural economy. However, the level and character of tourist related traffic is an important issue. The County Council recognises that increasing levels of tourist traffic threaten the intrinsic qualities of the countryside upon which many tourist areas depend. To counteract this threat traffic and demand management will play an important role in the more rural parts of the County and particularly in environmentally sensitive areas such as the National Parks and the Areas of Outstanding Natural Beauty where the volumes and types of traffic using the local road network cause particular problems during the summer months. The LTP therefore contains a range of measures to manage tourist traffic including improved signing; traffic calming in villages; management of parking, ie on-street and verge parking; development of a quiet roads network and gateways to protected areas.

19 OBJECTIVE 6 – To reduce the number and severity of casualties arising from road accidents in the County.

Key Issues

19.1 Every year more than 4,000 people a year are injured on North Yorkshire’s roads and on average more than 70 lose their lives. Despite a fall in casualties in 1998 the overall trend, since 1991, has been generally upwards, reflecting national figures. The County Council views accident reduction in North Yorkshire as a high priority. The extensive and rural nature of the County means that accidents tend to be dispersed across an extensive road network, making the treatment of individual locations less of a practical option. This makes it difficult to balance resources between urban areas where accidents tend to be more frequent but less severe, and rural areas, where accidents are often more severe but tend to be dispersed over a wider area.

Strategies

19.2 The County Council is committed to reducing the number and severity of road casualties. The North Yorkshire Road Safety Plan is central to this programme and identifies real opportunities which exist for improving road safety as well as the various initiatives that are being pursued.

19.3 Safety on roads is being addressed by the systematic use of accident reduction and prevention measures targeted at known accident locations together with prioritised programmes of highway maintenance and improvement. Local Safety Schemes are progressively being implemented at a variety of sites and include junction improvements, traffic signals, roundabouts and traffic calming. Reducing conflicts and accident risks between differing modes of transport is a priority and is being achieved by the introduction of new cycle lanes, and improvements to existing foot/cycleways. The County Council is particularly concerned about the high number of accidents on the A66(T) Trans Pennine Route which is currently only single carriageway through the County. A Safety Study on the A66 between Penrith and Scotch Corner is currently being undertaken by the Highways Agency. The County Council views the upgrading of this road between Scotch Corner and the
19.4 The County Council will continue to liaise with North Yorkshire Police in order to identify further sites for speed cameras with priority given to high risk areas.

19.5 Road safety education and driver training programmes are actively being promoted. Publicity helps to foster a greater awareness of the road traffic casualty problem amongst the general public and a greater appreciation of how they can contribute to reducing the number and severity of accidents. Particular priority is afforded to reducing accidents amongst the most vulnerable groups. The Safe Routes to School programme is designed to encourage both parents and children to examine alternative ways of travelling to school. By using a different mode of transport to school than the car there are also potential improvements to both safety and health. New 20 mph speed limits are proposed in areas where there are concentrations of pedestrians and cyclists. Child Pedestrian training and Cycle training is being offered to all primary schools.

1.10 OBJECTIVE 7 – To facilitate opportunities for economic regeneration, growth and the sustainable movement of goods.

Key Issues

110.1 An effective transport and highway network is essential for the movement of goods and people and to help sustain North Yorkshire’s economy. Most freight in North Yorkshire is transported by road. This has led directly to increased levels of congestion across the highway network and to increased vehicular intrusion, noise and atmospheric pollution in market towns and villages throughout the County. There is a need to minimise the environmental impact of freight transport, whilst maintaining accessibility to assist economic development. A key element of such an approach is the transfer and diversion of road freight to more sustainable alternatives, including rail and water-borne transport. However, in an extensively rural County the scope for transfer to rail and water freight is limited. Opportunities are being pursued where they arise.

Strategies

110.2 The County Council is actively seeking to encourage the transfer of freight from road to rail/water and in partnership with others is exploring potential unitries, particularly the use of rail by quarry operators and major manufacturers. A countywide freight strategy has been adopted after extensive consultation. Key elements of the strategy include initiatives to promote more environmentally friendly lorry movements; network improvements for road, rail and water; rail freight initiatives for the provision of new interchange facilities, opportunitries for encouraging sustainable distribution through the development control process and a lorry routing database accessible through the County Council’s website.

110.3 The formation of “Quality Partnerships” with the freight industry, businesses, environmental groups and the community as a means of developing understanding of distribution issues and problems at the local level and promoting constructive solutions is being actively pursued.

110.4 Traffic congestion leads to increased costs for local businesses both in terms of gaining access to materials and supplies and in securing their markets. Maintenance and enhancement of the transport network and measures to tackle problems and congestion feature prominently in the Plan. These are designed to sustain the economic effectiveness of the transport network. The Plan also contains a number of schemes to reduce the environmental impact of road freight transport.
Transport Objectives and Measures

10.5 Figure 1 shows the range of initiatives needed to respond to different local situations. It demonstrates the importance of these initiatives forming part of a co-ordinated strategy based on effective integration of land use planning and transport and underpinned by clear transport objectives.

Figure 1
Transport Objectives and Measures

TRANSPORT OBJECTIVES

- To promote social equality by providing genuine choices of travel modes.
- To limit traffic growth by reducing the need to travel and encouraging alternative non-car modes.
- To provide a safe, efficient and well maintained highway network.
- To minimise the adverse impact of traffic on the environment.
- To provide a quality public transport system for as many residents as possible.
- To reduce the number and severity of casualties arising from road accidents in the County.
- To facilitate opportunities for economic regeneration, growth and the sustainable movement of goods.
1.10.6 The links to performance indicators and targets are identified in Appendix 1. Figure 2 identifies graphically the links between national and local objectives, local targets and implementational strategies.

**Figure 2: Links Between Objectives, Targets & Strategy**
2.0 BACKGROUND AND POLICY CONTEXT

2.1 Setting the Scene

2.1.1 North Yorkshire is England’s largest county by area. It has a population of 565,000, approximately 44% of which lives in parishes with fewer than 1,000 people. The largest towns are Harrogate with a population of 70,440 and Scarborough with a population of 53,740. Elsewhere, the County is characterised by a low density of population and a dispersed network of market towns and villages set in extensive areas of open countryside.

2.1.2 The settlement pattern reflects topography and historic factors such as river crossings. It results in a very extensive road system which, away from the principal routes, is often poorly aligned to cope with modern traffic. This is especially so in the County’s extensive rural areas.

2.1.3 North Yorkshire contains the major part of two National Parks, the Yorkshire Dales and North York Moors, three Areas of Outstanding Natural Beauty and two areas of Heritage Coast. They attract a very large number of visitors to the County each year, most of whom arrive by car.

2.1.4 The County has more than 6,000 miles of roads and 1,964 highways bridges, the majority of which (1,455) are owned by the County Council. This extensive road network includes part of the A1(M) and M62 and several major trunk roads, chief among them being the A1 which connects the South of England with the North East and Scotland and carries heavy volumes of long distance traffic. Other major trunk roads include the A19 which is the major route to Teesside from the A1(M), the A64 Leeds to Scarborough route, the A65 Leeds to Kendal (now proposed for de-trunking) and the A66 Scotch Corner to Penrith. The network of non-trunk road primary routes within the County includes the A59 from Lancashire via Skipton and Harrogate/Knaresborough to York, the A61 between West Yorkshire and the A1 via Harrogate and Ripon, the A165 between Scarborough and Humberside, the A171 between Scarborough and Teesside via Whitby and the A6068/A629 routes south of Skipton. A number of “B” roads are particularly important in providing access to significant mines and quarries.

2.1.5 Bus services in North Yorkshire are provided by a variety of regional and locally based operators. Some are operated as commercially profitable services but many more need to be subsidised by the County Council using North Yorkshire’s £1.38m Government Rural Bus Grant and the County Council’s own resources of £1.78m. In some areas services rely on the voluntary sector (community transport schemes) and on innovative schemes provided by the County Council such as Post Buses and demand responsive taxi-services. These types of services are being further developed through the County’s Rural Transport Partnerships. Many of the more remote areas however currently have no provision at all or at best a very limited service. For many North Yorkshire people the private car is the only means of accessing jobs and services. For those who do not have access to a private car isolation and social exclusion are a fact of life. Even where public transport services exist they are all too often unresponsive to the particular travel needs of many residents, unreliable, lacking co-ordination and appropriate passenger information and inadequately integrated with rail services.

2.1.6 A number of important public passenger rail routes also serve the County. These include the East Coast Main Line, the Leeds – York – Scarborough route, the Esk Valley branch line (Middlesbrough to Whitby),...
the Settle – Carlisle line, the Leeds – Lancaster – Morecambe line, the Scarborough to Hull line, the Hellifield to Blackburn line, the York – Harrogate – Leeds line, the York – Sheffield line and York – Selby – Hull line.

2.1.7 In land use terms the County contains a significant number of industries and activities which have a major influence on the level and nature of traffic on the County’s transport networks. These include coal and other mineral extraction, energy generation, farming, forestry, tourism and a wide range of industrial/commercial activities. These give rise to a number of special problems within the County including the high cost of maintaining a very extensive highway network containing a large number of bridges needing major repair, strengthening or replacement.

2.2 Policy Context

International and National Context

2.2.1 The 1992 Rio “Earth Summit” resulted in global commitments to arrest environmental deterioration by trying to ensure that all development is sustainable. The UK Government adopted Agenda 21 which calls on local authorities to initiate a partnership process and establish a consensus with their communities on a local plan for sustainable development. This process is continuing and has the full support of the County Council. The sustainable development concept of meeting the needs of the present without compromising the needs of future generations, has had far reaching implications for transport within the UK, both at a national and local level. Reducing the use of the private car and increasing the use of public transport, cycling and walking will contribute to achieving the targets agreed at the 1997 Kyoto Climate Change conference to reduce greenhouse gas emissions.

2.2.2 The Government’s launch in 1999 of “A better quality of life: a strategy for sustainable development for the UK” provides the framework for long term action to deliver sustainable development. This strategy sets out four main aims:

- to develop social progress which recognises the needs of everyone;
- more effective protection of the environment;
- more efficient use of natural resources; and
- maintenance of high and stable levels of economic growth and employment.

2.2.3 Within this national framework, Government policy affords high priority to sustainable travel and transportation. This is reflected in the wide range of national reports which emphasise the need for a more sustainable approach to transport provision in the future. Principal among these is the 1998 White Paper “A New Deal for Transport: Better for Everyone” and its subsequent daughter papers. The Transport Bill gave effect to the Government’s strategy on integrated transport policy set out in the White Paper. It identifies Local Transport Plans as having a key role and providing a new impetus for integrating transport, land-use planning and environmental policies and programmes.

2.2.4 The Government’s Planning Policy Guidance Notes “General Policy and Principles” (PPG1) and “Transport” (PPG13), identify how the planning system can be used to minimise the need to travel, integrate land use and transport more effectively and promote sustainable development. Some of the key ways this can be achieved are by:-

- shaping new development patterns in a way which minimises the need to travel;
- concentrating development for uses which generate a large number of trips in places well served by public transport, especially town centres, rather than in out-of-town centres;
- promoting higher densities in new
residential development and located in towns rather than in small or new villages;

- improving the economic and social viability of existing market towns and villages to reduce the need for car commuting to larger urban centres;
- encouraging mixed development of residential/employment uses;
- directing development to areas served by public transport or readily accessible to public transport modes;
- exercising tight controls over parking provision in all new developments.

2.2.5 Government Planning Policy Guidance is reinforced by the Road Traffic Reduction Act 1997, which constitutes a significant milestone in the attempt to move away from road-based solutions to a more balanced, structured and sustainable approach to traffic and transportation. The Act requires Highway Authorities to produce forecasts of traffic levels, with targets for reductions or limitations in traffic growth where these can be achieved. A report on the County Council’s intentions in respect of meeting its obligations under the Act features in the list of daughter documents in Appendix 7 and is available on request.

2.2.6 The Environment Act 1995 requires District Councils to assess potential air quality in accordance with defined Government Standards and to produce action plans where problems are identified. As transport is one of the main sources of many significant pollutants, the Local Transport Plan includes appropriate proposals designed to reduce their incidence, mainly through reducing the need to travel and seeking to reduce the impact of the private car.

2.2.7 The Disability Discrimination Act 1995 gives the Government powers to make public service vehicle accessibility regulations for the whole of the United Kingdom. The purpose of such regulations is to ensure that people with disabilities can get on, off and travel in public transport vehicles safely, in reasonable comfort and without unreasonable difficulty. The Local Transport Plan sets out a strategy which seeks to ensure that appropriate provision is made for the needs of people with disabilities in future transport policies and programmes.

2.2.8 In July 1996 the Department of Transport published the National Cycling Strategy, the implementation of which is seen as the mechanism to realise the objective of increasing cycle use in the UK. The strategy sets a “headline national target” to double the number of trips by bicycle by the end of 2002 (from a base of 1996 levels) and subsequently to double it again by the end of 2012. Local authorities are expected to contribute to achieving the central targets to increase cycle use. The County Council recognises that cycling is an extremely efficient form of transport and has developed the North Yorkshire Cycling Strategy based upon the model "Local Cycling Strategy" included in the National Cycling Strategy.

2.2.9 The important role that walking can play in an integrated transport strategy is outlined in the National Strategy for Encouraging Walking. The County Council recognises the importance of walking as part of an integrated transport strategy and has developed a strategy to encourage walking as an alternative to car borne transport through increasing safety, convenience and facilities for pedestrians.

Regional Context

2.2.10 Draft Regional Planning Guidance (RPG) for the Yorkshire and Humber Region has been submitted to the Secretary of State for the Environment, Transport and the Regions and will be subject to a Public Examination during June/July 2000. The Draft Guidance seeks to establish...
a framework for development plans in the region up to 2016. Incorporated within the guidance is a Draft Regional Transport Strategy (RTS). This forms an integral part of the regional spatial development strategy and will inform the preparation of both development plans and Local Transport Plans. The County Council has been actively involved in the preparation of the RTS through its membership of the Regional Transport Members Group and its representation on the Steering Group guiding the development of the strategy.

2.2.11 The RTS addresses regional priorities for transport investment and management; public transport accessibility criteria for levels of development which are regionally significant; the role of trunk roads and local authority roads of regional or sub-regional significance; the role and future development of railways, airports and ports; integration of transport; and demand management measures. Specifically it seeks to:

- improve travel choices, through better transport services, and better and safer facilities for pedestrians and cyclists, so that there are realistic alternatives to the car;
- promote locational and parking policies (including maximum parking standards for development) to encourage development in areas of high public transport accessibility;
- encourage new and improved public transport infrastructure (rail, bus and, in the corridors with heaviest demand, busways or light rail);
- improve information and ticketing systems and the provision of Park and Ride facilities to supplement public transport; and
- improve local, regional and national rail services, sufficient in terms of capacity and level of service, to persuade many car users to change their mode of travel.

2.2.12 In terms of economic regeneration it is recognised that while road improvements may still be necessary for such purposes, it will nevertheless be essential to ensure that the economic function of new and existing routes is not overwhelmed by general traffic growth.

2.2.13 The RTS recognises that road freight movement will continue, but stresses the need to place greater emphasis for freight movements on the use of rail, inland waterways and coastal shipping, improved road and rail connections, and intermodal freight facilities will facilitate this change of emphasis.

2.2.14 The RTS recognises that some restraint on car use in inappropriate locations will be needed. Central area parking policies will be one part of this restraint, reducing commuter usage and making more spaces available for retailing and business activities, where this does not cause additional problems.

2.2.15 The Regional Development Agency “Yorkshire Forward” has produced its draft Regional Economic Strategy “Advancing Together Towards A World Class Economy”. The Draft Strategy places strong emphasis on market town regeneration and the positive transport policies for market towns in the Draft Regional Transport Strategy. The LTP also identifies the market towns as the focus for investment in public transport services and gives priority to improving access to them from surrounding local communities.

North Yorkshire County Structure Plan

2.2.16 The County Council's current transport policies are contained in the adopted North Yorkshire County Structure Plan which covers the period 1991 - 2006. The Plan seeks to balance protection of the County’s important natural assets and resources with the need for growth and change. Necessary development is directed away from environmentally sensitive locations and into areas where the need for housing, employment and recreation/leisure can
be met in ways which are both efficient in respect of the use of land, energy, transport and other natural resources and do not compromise environmental quality.

2.2.17 Most development is directed to locations within or adjoining the main urban areas, main towns and small towns in the County where maximum advantage can be taken of investment in infrastructure and community facilities, including public transport. In the rural areas guidance is provided to local plan authorities which favours the concentration of development on villages selected according to their accessibility from the surrounding area, the availability of community services and facilities and their ability to accommodate additional development without detriment to their basic form and character. The locational strategy gives priority to re-vitalising the economy of upland communities and towns and villages along the coast where remoteness from markets and principal road and rail networks is a major economic constraint.

2.2.18 Although the distributional strategy in the Plan was originally formulated in the late 1970s it is broadly consistent with current national sustainability aims and objectives and with securing and maintaining a development pattern which is primarily energy efficient and which lends itself to achieving, over time, a sustainable and integrated transport network.

2.2.19 The Structure Plan transport strategy and policies assist in achieving these aims by seeking to relieve environmental problems caused by excessive traffic and by maintaining or improving access to areas where development is being encouraged. The aim is to provide for the safe and efficient movement of people and goods by private and public transport throughout the County, having due and proper regard for the environmental, social and economic factors involved. To date this has been achieved principally through maintaining the present transport network, using it more efficiently and effectively and continuing the gradual process of change by making improvements where needs can be demonstrably justified.

2.2.20 The retention and, where practicable, the extension of public transport services (both bus and rail) and their accessibility to areas of both existing and new development are important, on-going objectives of the adopted Plan.

**Review of the County Structure Plan**

2.2.21 The County Council is carrying out a fundamental review of the Structure Plan jointly with its strategic planning partners – the City of York Council and the North York Moors and Yorkshire Dales National Park Authorities. The process involves consulting stakeholders and public opinion on the development of a sustainable and integrated transport network. The Review is currently at a very early stage but is expected to place strong emphasis on the integration and co-ordination of transport policies with planning and land use policies with the objectives of facilitating economic and social development, influencing travel patterns and demands, and protecting and improving the environment.

**Local Plans**

2.2.22 The location of jobs and homes, health, education, shopping and leisure facilities, all have a bearing on the transport needs of the community. Some locations are relatively accessible and already offer opportunities which minimise the need to travel. Development in other locations can encourage more rather than less travel. District Councils and National Park Authorities, primarily through their role as local planning authorities have a direct influence on the location of development and the travel patterns it produces. District Councils and National Park Authorities also have other important transport-related responsibilities. In particular,
they control a significant parking stock, operate concessionary fare schemes and the District Councils have responsibilities for safeguarding air quality.

2.2.23 In view of the important issues involved in setting planning policies relating to transport, the County Council liaises closely with the seven North Yorkshire District Councils and the two National Park Authorities on the transport content of their local plans. This is in addition to the standing arrangements for liaison between County and District Authorities on specific planning/transport issues, including careful consideration of the travel implications of all significant new developments before planning permission is granted.

2.2.24 A good working relationship with all these Authorities is crucial to what can in practice be achieved in developing an integrated and sustainable approach to development and transport planning. Local plan policies and development control decisions can help to reduce the need to travel, encourage the use of more energy efficient modes of transport and reduce congestion. The District Councils and National Park Authorities have considered the principles of the Local Transport Plan and have submitted individual statements explaining how they propose to use their land use planning and transport powers to ensure effective implementation of the Plan. These feature in the list of daughter documents in Appendix 7 and are available on request.

**Links with Neighbouring Authorities**

2.2.25 In those parts of the County adjoining the West Yorkshire conurbation there are significant peak time traffic flows into Bradford and Leeds. These areas also look to these cities as important centres for shopping and leisure purposes. Conversely substantial amounts of traffic flow out of the conurbation into the York, Harrogate and Selby areas and into the Yorkshire Dales National Park present considerable transport problems, particularly during peak periods. Cross-boundary links are therefore a significant issue in this part of the County. In addition, York is a major tourist and sub-regional service centre and attracts trips not only from towns and villages in North Yorkshire but from throughout West Yorkshire and further afield. There is also significant travel into Teesside on the northern fringe of the County from the Stokesley and Great Ayton areas and settlements in the Esk Valley, including Whitby.

2.2.26 Consultation and liaison is ongoing with the West Yorkshire authorities, the City of York Council as well as with authorities abutting the northern and western fringes of the County on the best way to address transport problems across the Region.

2.2.27 The following key cross-boundary initiatives are being actively pursued:

- joint cross boundary ticketing including use of smart card technology;
- joint support for new rail halts and associated park and ride measures;
- further development of joint travel awareness measures, as initiated by the European Target project;
- co-operative measures to address the travel issues of concern within the Yorkshire Dales National Park;
- development of joint public transport information initiatives;
- development of strategy on cross boundary bus and rail services;
- joint support for local, regional and national rail services and network improvements including regional opportunities to develop railfreight;
- co-operation in the development of a joint approach to cross boundary traffic management issues and cycle routes.
Community Involvement

2.2.28 The County Council attaches high priority to understanding and responding to the transport needs and aspirations of residents. It is actively promoting effective public involvement in local transport policy and engaging the wider community in an ongoing participative process. This will enable the attitudes and needs of residents (as well as other interested groups) across the County to be brought together to inform Plan preparation.

2.2.29 The County Council has adopted a multi-faceted approach to public consultation (see Appendix 3). As a starting point, an information leaflet/questionnaire was circulated to all Town and Parish Councils in the County. The questionnaire was also sent to over 100 stakeholder groups comprising representatives of transport users/operators, local businesses, local organisations and other interested groups. The questionnaire has also been posted on the County Council’s Web site. A press release attracted radio and television interest.

2.2.30 To obtain wider public views on transport issues and needs, Consultants were appointed to carry out a structured sample survey of local opinion. A number of area-based “Focus Groups” comprising representatives of the main stakeholder groups were also invited to give their views.

2.2.31 The County Council consulted extensively on the Provisional LTP. District Councils, National Park Authorities and Town and Parish Councils all contributed views and comments. The Plan itself was posted on the County Council’s Web site and copies made available in all North Yorkshire Libraries and main District Council offices. A significant number of interest groups and other key organisations in the County contributed to preparation of a Freight Strategy, Pedestrian Strategy and a Strategy for People with Disabilities, all of which have now been incorporated in the LTP.

2.2.32 The County Council has considered all the views expressed from the public consultation and has sought to incorporate them in the development of the Strategies and Policy Sub-Areas and the various proposals that feature in the Plan.

2.2.33 Best Value principles have been built into the process from the start. The research has provided the County Council with valuable “baseline” information about transport provision and use in the County, unmet needs and views on future local transport plans.
3.0 AN INTEGRATED TRANSPORT STRATEGY FOR NORTH YORKSHIRE

3.1 Introduction

3.1.1 The strategy aims to take forward and build on the challenges set by the Government’s White Paper on Transport. The stated aim of Government is “to achieve an overall reduction in the length and number of motorised journeys; more reliance on the use of alternative travel modes which have less environmental impact and consequently less reliance on the private car”. The Government intends that much of this will be achieved through local Councils working in partnership with the wider community, including transport providers and users, the business community, environmental organisations and the public at large.

3.1.2 The North Yorkshire strategy comprises the following inter-related measures:
- Innovation in public transport provision, including the development of bus and rail services, community transport, better interchange facilities, provision of park and ride, park and tour and park and rove facilities where appropriate, safety and security improvements;
- Improved provision for cyclists and pedestrians to encourage these modes as alternatives to the car for shorter journeys;
- Improved facilities for people with impaired mobility in order to remove barriers and make transport facilities and services more accessible and user friendly;
- Implementation of demand management measures, with emphasis on discouraging private car use for commuting to the main centres through management of all day parking, travel awareness schemes, promoting alternatives, green travel plans and other appropriate measures;
- Highway network management and maintenance to achieve better, more efficient use of existing infrastructure primarily through the implementation of network maintenance, traffic management measures, improvements to the road network to facilitate environmental improvements, safety, improved accessibility and encouraging freight onto alternative modes to road transport.

3.1.3 The strategy will continue to evolve. What is important now is to establish purpose and direction which ensures that transport programmes meet the needs of this and future generations based on sustainable development principles and objectives.

3.1.4 The transport strategy has been developed into a programme addressing the broad themes of:
- Accessibility;
- Road Safety;
- Public Transport;
- Sustainable Distribution;
- Travel Awareness;
- Transport and the Environment;
- Demand Management; and
- Planning and Management of the Highway Network.

3.1.5 These themes are described in detail in the following chapters of the Plan.
This strategy seeks to contribute towards the achievement of the following LTP objectives:

- To promote social equality by providing genuine choices of travel mode which meet the travel needs of the socially and physically disadvantaged.
- To limit traffic growth by minimising the need to travel and developing alternative non-car travel modes.
- To minimise the adverse impact of traffic on the environment, particularly with regard to noise and air pollution.
- To provide a quality public transport system for as many residents as possible which recognises the importance and impact of tourism in the County.
- To reduce the number and severity of casualties arising from road accidents in the County.

4.1 Problems and Opportunities

Social Exclusion

Improved accessibility must be considered in the context of social exclusion in the community as a whole, particularly in a largely rural County. The promotion of mobility for all will benefit women, the able elderly, children and low-income groups who require access to employment and local facilities to ensure an acceptable lifestyle. The provision of safe, secure and accessible travel is important to all these groups, who have limited or no access to cars. Addressing the needs of these disadvantaged groups requires an increased priority within travel policy to ensure the development of an easily accessible, high-quality transport system for both urban and rural residents.

Access For People with Disabilities

People with disabilities have a wide range of disabilities which can create specific problems when travelling by particular transport modes. It is important to consider how people with disabilities undertake their journeys on a door to door basis. While improvements can be made to public transport services, the lack of accessible links for pedestrians or wheelchair users in town centres and between public transport termini can create major problems. Improvements in infrastructure and interchange between transport modes are as important as new accessible bus and rail vehicles.

4.13 The predominantly rural nature of the County with its dispersed communities creates major problems in operating and funding accessible and frequent bus services in many areas. Overall decline in bus use, together with the inherent low expectations of passengers, has resulted in the growing use of the car. However, many people with disabilities, even in rural areas, have no access to a car and are severely disadvantaged.

4.14 The importance of co-ordinated rural public transport for people with disabilities and the socially disadvantaged was initially recognised by the County Council some years ago and led to the establishment of jointly funded Community Transport initiatives designed to develop a County Community Transport Strategy to promote a multi-agency approach to develop an integrated framework of services. Five Rural Transport Partnership projects assess travel needs and promote improved mobility for people with disabilities throughout the County.

4.15 The priority given to mobility for people with disabilities is reflected in the auditing of access to public transport infrastructure facilities and the development of improvements which will take full account of the needs of people with disabilities. Access to information about public transport services is essential if they are to make best use of the services available. New information systems are being...
developed to address deficiencies.

4.16 Many bus services in the County are operated commercially and an increasing number of accessible vehicles are used. It is clear that operators intend to increase this provision by providing further high specification vehicles. The County Council will support these developments by ensuring that bus stops and interchanges are provided to a standard that improves the effectiveness of accessible vehicles.

4.17 Services in rural areas are mainly dependent on revenue subsidy from the County Council. The County Council is reviewing its tender specification to consider including a requirement for specific vehicle types. The current tender document at ion only specifies a maximum age of vehicle that can be used.

4.18 Except in town centres and at bus stations, public transport infrastructure to assist passengers such as shelters, accessible boarding locations, public information and pedestrian access to stops are limited. Even at bus interchange points in Harrogate and Scarborough, accessibility for people with disabilities needs major improvements. A series of audits has been undertaken to identify constraints and assist in the development of a programme of improvements throughout the LTP period.

4.19 Taxi vehicles designed to carry wheelchair users and people with disabilities are a convenient mode of transport in urban areas and market towns. The District Councils, as Licensing Authorities, can encourage increased provision of such vehicles through licence requirements. These allow taxi operators an extended operational life for a vehicle if it conforms to disabled access guidelines.

4.10 Access to rail travel is a particular problem for people with disabilities. There are many barriers to both pedestrian access and boarding and alighting from rail vehicles. It is clear that rail use by passengers with disabilities is being constrained by lack of access at many stations. Railtrack is developing a national programme of improved access to stations and is keen to involve local authorities and disability groups in defining levels of need and the priorities for stations within the improvement programme. While general liaison between Railtrack and North Yorkshire authorities has been helpful, more specific and targeted consideration now needs to be given to progressing mobility and access for people with disabilities.

4.11 Access improvements to rolling stock are dependent on implementing the Disability Discrimination Act recommendations and the process of re-bidding for rail service contracts. New rolling stock acquired in the medium term will be expected to incorporate improved access for wheelchairs and those with disabilities. Accessibility will also be assisted by improved disability awareness training for staff.

4.13 In the rural parts of North Yorkshire, car ownership levels are high and cars provide the main mode of transport for many people with disabilities. However, the location of parking facilities in many towns and district centres can often require a relatively long walk to facilities. Parking bays themselves are often of an inadequate width for easy manoeuvring from the vehicle. Additionally, the location of spaces for
drivers with disabilities may not take account of associated facilities such as accessible toilets for people with disabilities.

4.1.14 In many towns, ‘orange badge’ parking has become uncontrolled and creates safety and capacity problems for traffic circulation. The provision of dedicated parking areas close to facilities and clear of main traffic routes will promote accessibility and reduce safety and capacity problems.

4.1.15 Many town centres are inconvenient and pose hazards for the unwary pedestrian with disabilities or wheelchair user. The lack of dropped kerb crossings, inappropriate street furniture layouts, poor surface maintenance and temporary commercial signage placed on the footway by traders create an obstacle course. Access for people with disabilities is not assisted in market towns and villages where footways are often narrow and there are few vehicle free areas.

4.1.16 In rural areas, there can be a complete lack of accessible pedestrian routes except in village centres. Here, simple path links can be created to facilitate pedestrian movement to major local facilities and to bus boarding points. This will greatly assist the integration of transport and create a good total journey experience.

4.1.17 The historic layout of many town centres has ensured that the bus and rail stations and town centre facilities are separated by heavily trafficked routes which create severance for people with a disability. Although redevelopment opportunities will occasionally allow the relocation of transport termini, the most common approach is to create a network of accessible pedestrian routes linked to key locations.

Pedestrians and Cyclists

4.1.18 Almost without exception we are all pedestrians at some time. Most journeys involve an element of walking whether it be a two minute walk from the car park to the shops or a half hour walk to work every morning. The facilities provided for pedestrians are therefore one of the most widely used of all the County Council’s services.

4.1.19 In the main urban areas and market towns in North Yorkshire facilities for pedestrians are generally good. However, there are still problems which may discourage people from walking and inconvenience those with no alternative mode of travel. In general these can be sub-divided into physical problems, traffic related problems and locational/access problems.

4.1.20 The main physical problems encountered by pedestrians include inadequate maintenance leading to potential trip hazards and poor quality surfaces, obstruction of footways by advertising boards, merchandise displays and illegal parking and inadequate footway widths, particularly in the historic towns and cities.

4.1.21 Pedestrians experience both safety and environmental problems as a result of traffic. Air quality, noise and safety problems can be encountered due to the proximity of busy roads to footways. Inadequate pedestrian crossings and high traffic speeds exacerbate problems of crossing roads creating significant barriers and disincentives to walking.

4.1.22 Many of the large out of town retail, employment and leisure developments constructed in the 1980s and 1990s make no specific provision for access by pedestrians. The distance from centres of population and lack of public transport facilities often mean that the private car is the only viable means of transport to these developments. Even in town centre locations poor pedestrian facilities at developments can discourage walking.

4.1.23 All the constraints to walking identified above cause problems to able-bodied pedestrians. For people with disabilities and other people suffering mobility impairments, such as
parents with prams, these problems are more severe and even insurmountable.

4.1.24 The problems encountered by urban pedestrians are also encountered to a greater or lesser extent in rural areas. Additionally, footways within and between rural communities are often of a very low standard or non-existent. Narrow roads, often with inadequate verges, lead to problems for pedestrians as well as for other road users such as cyclists, horse riders and other equestrians resulting in them needing to ride on the carriageway. The distances between communities and the low population density result in many new facilities being relatively high cost for a low potential usage.

4.1.25 The opportunities for and advantages of walking are numerous. Central Government research shows that nationally approximately half of all trips are less than two miles, or about half an hours walking time. Most towns in North Yorkshire are compact communities where most internal trips can be made on foot. Increasingly congested roads and limited and often costly parking also make walking an attractive mode of transport.

4.1.26 The existing pedestrian infrastructure in most of the towns in North Yorkshire is generally adequate. Any new pedestrian facilities will therefore be relatively small in scale and relatively inexpensive building on and improving existing infrastructure rather than providing entirely new facilities.

4.1.27 Walking can also be an important element of longer trips. By integrating pedestrian facilities with public transport services and facilities it is possible to provide a convenient alternative to the private car. This has advantages not only in transferring trips away from private cars but also in providing a service for people without access to a private car, especially in rural areas where other alternatives are limited.

4.1.28 The problems faced by cyclists are in many cases similar to those experienced by pedestrians. These generally relate to limited facilities, volume and speed of motorised traffic and poor accessibility of services. One major difference between the two modes of transport however is that in general cyclists have to use the same infrastructure network (i.e. roads) as motorised traffic. This presents both problems, in terms of conflict between modes and opportuniites in that the road network is very extensive.

4.1.29 As stated in paragraph 4.1.25 around half of all journeys are less than two miles. Some three quarters of all journeys are less than five miles. It is therefore evident that around three quarters of all trips could realistically be made by cycle.

4.1.30 For such shorter trips cycling is an extremely efficient form of transport. Cycling uses no fossil fuels, causes no pollution, costs very little, utilises minimal road space, can reduce the need for car parking spaces and, in congested urban areas, is often the quickest means of making a trip.

4.1.31 In many of the towns and rural areas of North Yorkshire traffic levels are such that most of the existing road infrastructure is suitable for cycling with only minor improvements. The need to provide expensive off road cycle tracks is therefore limited. In rural areas there is an extensive network of roadside footways, which are currently under utilised. Many of these may be suitable for conversion to joint use facilities providing a cost effective facility for cycling. However, care needs to be taken to avoid conflict between cyclists and the existing pedestrian users.

4.1.32 Both cycling and walking have related health benefits, both to the cyclist and pedestrian, in terms of improved physical fitness, and to others, by reducing atmospheric pollution.
4.2 **Current Situation**

4.2.1 By improving the availability, integration and quality of public transport services and the design of pedestrian and cycling links, the County Council is targeting improved mobility for the socially excluded. There will be particular benefits from improving the rural bus network through the Rural Transport Partnership initiatives. These will increase opportunities for access to jobs and provide easier links to key local services. This approach will continue throughout the Plan period, as finance allows, to reduce social isolation for those dependent on public transport.

**Social Exclusion**

4.2.2 By improving the availability, integration and quality of public transport services and the design of pedestrian and cycling links, the County Council is targeting improved mobility for the socially excluded. There will be particular benefits from improving the rural bus network through the Rural Transport Partnership initiatives. These will increase opportunities for access to jobs and provide easier links to key local services. This approach will continue throughout the Plan period, as finance allows, to reduce social isolation for those dependent on public transport.

**Access For People With Disabilities/Mobility Difficulties**

4.2.2 The County Council's corporate policies and priorities aim to improve mobility for people with disabilities in a comprehensive and integrated way. This is reflected in the County's Transport Strategy of promoting sustainable transport systems and in the accessibility improvements promoted in previous TPPs and in the Provisional Local Transport Plan submission.

4.2.3 The County Council has recently adopted a Strategy for People with Disabilities following public consultation with interested parties. This sets out the objectives, policies and targets for progressing improved mobility for people with disabilities throughout the County.

4.2.4 For people with disabilities, access to information about public transport services is essential if they are to make best use of the facilities that are available. The inadequacies of the past have been addressed through the provision of a dedicated telephone information line for public transport, introduced in November 1999 to assist mobility. This is being supplemented by comprehensive public transport timetable booklets and individual service leaflets, and a journey planner on the internet.

4.2.5 The County Council is in the process of identifying where fully accessible bus vehicles are in regular use on contract services. This will allow it to determine the need for further action through the tendering process. If low floor and wheelchair accessible vehicles designed to DIPTAC standards are to be specified, it will increase tender costs but has potential to improve accessibility for people with disabilities. Such a policy would need to be carefully managed however to ensure that it did not simply lead to the withdrawal of some services due to funding constraints. The current policy is being reviewed in the context of total Community transport provision, including health and social care facilities, to create the most effective mobility framework.

4.2.6 Following recent audits of public transport infrastructure, a programme of improvements is being developed to create easily accessible boarding facilities, including quality bus shelters and lighting, at each main boarding and alighting point in villages and towns throughout North Yorkshire. This long-term programme will include the updating of bus stations and their links to railway stations, taxi ranks and the main facilities and attractions. The continuing audit of facilities will identify the current main problem areas, which will be prioritised in consultation with the disability groups, operators and District Councils and National Park Authorities.

4.2.7 Accessibility audits of town centres are enabling the County and District Councils to clearly define the level of existing "orange badge" use, the implications of the current parking arrangements and the potential for convenient dedicated on and off street parking sites to assist motorists with disabilities. The layout and design of pedestrian routes from parking sites to town centres, local facilities and tourist attractions will be upgraded in parallel to ensure accessibility.
section B

4.2.8 Pedestrian networks in town and village centres are being improved for people with disabilities by the use of dropped kerbs, appropriate pedestrian crossing facilities, tactile paving, high quality surface maintenance and the realignment or removal of obstructive street furniture. County and District Councils and disability groups are working together to assess these routes and identify cost effective, practical measures for improvement to extend and focus the current County Council programme of mobility improvements.

Pedestrians and Cyclists

4.2.9 The network of pedestrian facilities and routes in the main towns is already extensive. The quality of footways available to pedestrians is however variable. In the historic market towns and cities such as Ripon and Richmond many of the town centre streets are extremely narrow and footway widths are correspondingly narrow. Many of the main shopping areas however benefit from wide footways.

4.2.10 The County Council is responsible for the maintenance of approximately 2,936 km of footways. Maintenance expenditure on footways is currently £1.69m per annum. The County Council assesses the priority for footway maintenance on the basis of pedestrian use, public complaint and the insurance claims record. In order to maintain footways to a standard suitable to encourage greater use by pedestrians maintenance expenditure needs to be increased substantially. This will require a significant increase in Revenue Support Grant from Central Government.

4.2.11 The County Council currently spends approximately £200k per annum specifically on new pedestrian facilities (footways and crossings). Pedestrians also benefit indirectly from other measures such as traffic calming either by the associated provision of new or better facilities or from reduced traffic volumes and speeds.

4.2.12 The County Council has recently adopted a North Yorkshire Pedestrian Strategy. This sets out the County Council’s objectives, policies and targets for pedestrians in both the rural and urban areas of North Yorkshire.

4.2.13 Dedicated facilities for cyclists in North Yorkshire are limited. In many towns and on many rural roads the traffic flows and terrain are such that cycling is safe and convenient without the need for extensive physical measures. Consequently, levels of cycling are already relatively high. The County Council has commenced monitoring of cycle flows in a number of market towns.

4.2.14 Although the existing highway infrastructure across much of North Yorkshire is adequate for cyclists further action is needed to encourage more cycling and to improve convenience and safety for cyclists. The County Council adopted a North Yorkshire Cycling Strategy in June 1999. This is based on the National Cycling Strategy model “Local Cycling Strategy” and sets out the objectives, policies and targets for cycling in North Yorkshire.

4.2.15 A key proposal in the strategy is the development and implementation of cycling plans for Harrogate, Scarborough, each of the major market towns, the two national parks and other rural areas in the County. These will identify facilities for cyclists in each of the plan areas and highlight and promote a network of on and off road cycle routes.

4.2.16 Since the adoption of the North Yorkshire Cycling Strategy the County Council has commenced the preparation of plans for Northallerton, Sherburn-in-Elmet, Skipton, Whitby, Filey and Thirsk. Local Cycling Working Groups have been established in each area involving the local District, Town and Parish Councils, representatives of local cyclists and other interest groups.
groups. Each of the plans is at a different stage of development. The plan for Northallerton, which was developed as a pilot study, is the most advanced, with consultation on a draft plan currently underway. Further details of this plan and the state of readiness of the other plans are provided in the Policy Sub-Area Chapters.

4.2.17 A key element of the cycle network for Northallerton identified by the Northallerton Cycle Working Group is for a route between Brompton and Romanby via Northallerton. Following local consultation the County Council and Hambleton District Council jointly funded and constructed the first section of this route during the financial years 1999/2000 and 2000/2001. Similar co-operative working will be adopted in the development of other Local Cycling Plans. Further details of this are included in the Central Policy Sub-Area Chapter.

4.2.18 Harrogate and Scarborough Councils acting as agents to the County Council have also produced Local Cycling Plans or Strategies identifying networks of key routes and facilities within their areas. Details of these are also included in the relevant Policy Sub-Area Chapters.

4.2.19 In partnership with Sustrans and Hambleton District Council the County Council has opened and signposted Route 65 (The White Rose Route) of the National Cycle Network between York and Middlesbrough. The County Council is also currently working with Sustrans and the local District Councils to determine routes for other sections of the National Cycle Network. Details of these are given in the relevant Policy Sub-Area Chapters.

4.3 Strategies

4.3.1 The recently adopted Strategy for People with Disabilities seeks to highlight the specific access problems of disabled people in urban and rural areas in the context of developing an overall sustainable transport policy. The importance and benefits of an integrated transport system for all users are appreciated while addressing the particular needs of people with disabilities.

4.3.2 The strategy has been developed around balanced mode specific initiatives to deliver a best value approach to mobility improvement. The priorities for progression within the Local Transport Plan period are based both on Countywide and Policy Sub-Area proposals, as follows:

**Bus and Taxi Services**

- Continue the promotion of Community Transport Partnerships to introduce additional accessible services as part of an integrated transport approach.
- Review the existing subsidised bus service tendering process to consider including a specification for accessible vehicles.
- Provide accessible infrastructure at the main boarding and interchange points in towns and villages including shelters, bus boarders, and good pedestrian links to other transport modes and facilities, initially within the commercial corridor projects.
- Develop public information systems for people with disabilities via telephone or Internet links and improve on-stop information, building on the recent information line initiative.
- Promote the introduction of low floor accessible buses with all bus operators through quality partnership arrangements.
- Improve location of taxi ranks and the pedestrian links to them.

**Rail Services**

- Complete an audit of North Yorkshire Stations to define current levels of facilities and access, potential for improvement and priority according to level of possible usage by passengers with disabilities.
• Agree a programme of station improvements with Railtrack, rail operators, disability groups and other interested parties.

• Encourage the Strategic Rail Authority to include targets for improved access for people with disabilities within franchise agreements.

• Encourage rail operators to acquire more accessible rolling stock for both local and regional journeys.

Car Users

• Continue the audit of town centres and tourist attractions to define levels of "orange badge" use, current parking facilities for motorists with disabilities and potential for dedicated space provision and associated facilities.

• Prepare a prioritised list of parking improvements on a Key Priority Area basis over the Local Transport Plan Period.

Pedestrian and Wheelchair Access

• Continue as part of the Pedestrian Action Plans, the accessibility auditing of town centres to produce a programme of improvements linking all key facilities.

• Continue incorporating accessibility features into all new highway, traffic, safety and public transport schemes, including:
  - Dropped kerbs, tactile paving and improved footway surfacing.
  - Puffin crossings with audible/tactile warnings and improved lighting.
  - Amendment to street furniture layouts and the monitoring and removal of A frame signs to remove obstructions.

• Improve pedestrian links into and within bus and rail stations to improve interchange.

• Audit major village centres and visitor “honey pots” to improve footway and public rights of way links.

4.3.3 As stated in section 4.2.12 the County Council have recently adopted a North Yorkshire Pedestrian Strategy. This strategy contains twelve policies aimed at improving comfort, safety and convenience for pedestrians with special emphasis being given to people with mobility impairments such as people with disabilities, the elderly and parents with prams. An important element in implementing the pedestrian strategy is the preparation of a Pedestrian Action Plan for each town in North Yorkshire. A formal "walking audit" will identify key pedestrian routes and any improvements required to increase the safety and attractiveness of the routes. The towns for which plans will be produced are identified in the sections for each Policy Sub-Area.

4.3.4 The strategy also for the first time identifies and adopts a hierarchy of users in the assessment of transport and other development schemes. Henceforth the County Council will consider the needs of transport users in the following priority order:-

1) Pedestrians
2) Cyclists
3) Public Transport Users
4) Private/Commercial Motor Vehicles

4.3.5 Both the North Yorkshire Cycling Strategy and the North Yorkshire Pedestrian Strategy also recognises the integrated nature of transport and include specific policies to integrate with each other, with public transport, with school travel strategies and with land use planning strategies. Special emphasis will be placed on developing the concept of the "whole journey." For example, when developing public transport infrastructure at key waiting and interchange points, high quality pedestrian access for people with disabilities and, if appropriate, cyclist access and facilities will be provided.

4.3.6 The specific facilities and measures needed to improve the pedestrian environment in each town will be
identified in the Pedestrian Action Plans. It is however expected that similar types of measures will be appropriate in most towns. These measures are likely to include:

- Improved footway maintenance.
- Improved lighting.
- Removal of obstructions caused by unnecessary street furniture, displays of merchandise and illegal advertising.
- Enforcement issues related to illegal parking and obstruction of footways and public rights of way.
- Provision of dropped kerbs, pedestrian refuges and signal controlled pedestrian crossings.
- Measures to decrease waiting times for pedestrians at signal controlled crossings.
- Pedestrianised/pedestrian priority areas.
- Traffic calming and 20 mph speed limits.

4.3.7 The pedestrian strategy also contains policies for pedestrians outside the urban areas. Further emphasis will be placed on identifying key inter-urban and rural routes. The assessment and prioritisation of these will build on the existing system based on the cost, number of personal injury accidents to pedestrians, actual and potential pedestrian use and potential conflict with traffic. In appropriate situations such routes could also provide safe facilities for equestrians. Many of the measures in 4.3.6 above will also be applicable to the more rural areas of the County.

4.3.8 The North Yorkshire Cycling Strategy establishes 22 policies to encourage cycling and improve conditions for existing cyclists. As stated in section 4.2.15 a key element of the strategy is to develop and implement cycling plans for Harrogate, Scarborough, each of the major market towns, the two National Parks and other rural areas in the County. These will identify facilities for cyclists in each of the plan areas and identify and promote a network of on and off road cycle routes.

4.3.9 The majority of cycle routes identified by these plans will be on the existing highway network with off road cycle facilities provided only where necessary. As with pedestrian routes, facilities identified in the cycling plans may also assist horse riders, particularly in rural areas. On-road facilities may involve the reallocation of road space to cyclists through either mandatory or discretionary cycle lanes or may involve cyclists remaining within the existing carriageway with any necessary signing, traffic calming and speed reduction measures.

4.3.10 A pilot local cycling plan for Northallerton is nearing completion and is indicative of the level of provision that the County Council wishes to make in all the main market towns. In addition to Northallerton plans for Sherburn-in-Elmet, Skipton, Whitby, Thirsk and Filey are currently underway and should be completed before the end of the financial year 2000/2001. It is anticipated that cycling plans for the following towns will be commenced in the following financial years:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Ripon</td>
<td>Tadcaster</td>
<td>Pickering</td>
<td>Helmsley</td>
<td>Selby</td>
<td></td>
</tr>
<tr>
<td>Malton/Norton</td>
<td>Easingwold</td>
<td>Bedale</td>
<td>Kirkbymoorside</td>
<td>Boroughbridge</td>
<td></td>
</tr>
<tr>
<td>Crosshills/ Glusburn/Sutton in Craven</td>
<td>Settle</td>
<td>Richmond</td>
<td>Ingleton</td>
<td>Stokesley</td>
<td></td>
</tr>
</tbody>
</table>
This programme will ensure completion of Plans for all the main market towns within the Local Transport Plan period. Additionally Local Cycling Plans/Strategies for Harrogate/Knaresborough and Scarborough will be implemented and details are included in the relevant Policy Sub-Area Chapters. The County Council will also work jointly with the two National Park Authorities in developing cycling plans for each of the National Parks as well as plans for the remaining rural areas based on the Policy Sub-Areas. It is anticipated that one rural (or National Park) cycle plan will be commenced in each financial year.

4.3.11 Each Plan will include a costed and prioritised network of cycling routes. Bids for funding for the implementation of these plans are included in each of the Policy Sub-Area Chapters. The bids are estimates based on experience gained in the plans already commenced. More detailed and accurate costs will be available as each plan is developed.

4.3.12 Both the Cycling Strategy and the Pedestrian Strategy recognise the importance of land use planning in the provision of facilities and in locational decisions that may influence cycling and walking access. Both strategies therefore include a number of policies to direct and influence land use planning decisions.

4.3.13 The County Council will continue to work with Sustrans and the local District Councils on the National Cycle Network Routes in North Yorkshire. It is hoped that all the remaining National Cycle Network routes in the County can be provided during the period of the Local Transport Plan.
Causal Chain
Accessibility

IMPROVED ACCESSIBILITY TO TRANSPORT
- Improvements to public transport
- Improved facilities for disabled people on public transport
- Improved facilities for disabled pedestrians
- Improved pedestrian facilities
- Improved facilities for cyclists

OBJECTIVE 1: To promote social equality by providing genuine choices of travel mode which meet the travel needs of the socially & physically disadvantaged.

OBJECTIVE 2: To limit traffic growth by reducing the need to travel and developing alternative non-car travel modes.

OBJECTIVE 3: To minimise the adverse impact of traffic on the environment, particularly with regard to noise & pollution.

OBJECTIVE 4: To provide a quality public transport system for as many residents as possible & which recognises the importance & impact of tourism in the County.

OBJECTIVE 5: To reduce the number and severity of casualties arising from road accidents in the County.

KEY

- THEME (Measure)
- EFFECT (Outcome)
- TRANSPORT OBJECTIVE
- MONITORED
5.0 ROAD SAFETY

This strategy seeks to contribute towards the achievement of the following LTP objective:

To reduce the number and severity of casualties arising from road accidents in the County.

5.1 Problems and Opportunities

Chart A shows the trend of the total number of casualties arising from road accidents within the County over the past 19 years. The pattern reflects the national picture as indicated in Chart B, although, in North Yorkshire, the casualty comparison index shows casualty numbers in North Yorkshire remaining an average of 10% higher than 1981 levels over the past 12 years, compared with national total casualties, which have remained at similar levels throughout this period.
5.12 Chart C shows trends in the killed and seriously injured category (KSI's). The national target of a third reduction by the year 2000 compared with the 1981–85 base year figures had been met by 1998. The figures for 1999 were still below this target although it is of concern that there was a slight rise in the casualties in this category between 1998 and 1999.

Chart C

5.13 Despite the fact that there are not now individual targets for specific road user groups the County Council has identified some critical areas of concern for particular casualty groups. Chart D shows the casualty trends for individual non-motor vehicle occupant user groups, and Table 1 shows the 1999 comparison between the numbers of casualties in these more vulnerable user groups and motor vehicle occupant casualties.

CHART D
TABLE 1 COMPARISON OF NORTH YORKSHIRE CASUALTIES WITH THOSE IN GREAT BRITAIN BY CASUALTY TYPE

<table>
<thead>
<tr>
<th>CASUALTY TYPE</th>
<th>NORTH YORKSHIRE 1999</th>
<th>GREAT BRITAIN 1998 *</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All ages</td>
<td>0 - 15</td>
</tr>
<tr>
<td>Horse riders</td>
<td>8</td>
<td>(0.2%)</td>
</tr>
<tr>
<td>Motor vehicle occupants</td>
<td>3,086</td>
<td>(77.1%)</td>
</tr>
<tr>
<td>Motor cyclists</td>
<td>372</td>
<td>(9.3%)</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>224</td>
<td>(5.6%)</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4004</td>
<td>100%</td>
</tr>
</tbody>
</table>

NB Horse riders for Great Britain 1998 not known
*% of children in category
* Figures for Great Britain for 1999 not yet available.

5.14 The chart shows that the only significant fall for North Yorkshire in the more vulnerable (ie non-motor occupant) user groups has been recorded for motor cyclists. Here casualties have been reduced by over 45% from an average of 680 per year in 1981 - 85 to 371 in 1999. The upward trend from 1994 to 1997 within the County had been reversed in 1998 and 1999, partly due to the Bikesafe 2000 Partnership and other motor cycle speed management and publicity initiatives with North Yorkshire Police.

5.15 Nevertheless, motor cyclists continue to be a particularly high risk group in the County, both in relation to the relatively low volumes of motorcycles on the road and by comparison with the percent age of motorcycle casualties nationally (9.3% in North Yorkshire in 1999, 7.5% nationally in 1998). They also suffer a higher severity of injury than other road user groups. In 1999, almost 50% of motorcycle casualties were KSIs.

5.16 The number of pedestrian casualties has dropped significantly from the 1990 high of just under 400 to 314 in 1999, but has remained fairly static over the past four years. The percent age of these casualties who were children (aged 15 years or less) was a little under 36% in 1999 (32% for KS1 pedestrian casualties). Although these figures represent an unacceptable level of accidents to child pedestrians, it is interesting to compare this with the national picture.

5.17 Table 1 indicates that in North Yorkshire, the percent age of child pedestrian casualties compared with all pedestrian casualties, at 35.7% is less than the national average (in 1999) of 40%. This is perhaps not surprising since the percent age of vehicle occupant casualties is higher than the national average by almost 6%. This is further evidenced by a comparison for North Yorkshire and nationally, between the numbers of children KSIs as pedestrians/cyclists and as car occupants.

5.18 The national picture given in the Government’s new road safety strategy is that there are 4,630 child pedestrian/cyclist KSIs per year and 1,160 child car occupant KSIs, a ratio of 4:1. In North Yorkshire, the proportions are dramatically different with, in 1999, 40 child pedestrian/cyclist KSIs and 33 child car occupant KSIs, giving a ratio of 12:1. These statistics reinforce the view that, in North Yorkshire, personal...
injury accidents involving children are not predominantly pedestrian or cyclist related but are equally vehicle (principally car) occupant related.

5.19 Clearly, this has implications for the County Council’s safety strategy. Whereas there needs to be a considerable emphasis on the child pedestrian problem which is more likely to be in the urban centres, achievement of the child casualty reduction target for KSIs is only likely to be realisable by specific targeting of casualties arising from motor vehicle collisions. This will in any case be necessary if the County Council is to meet the overall target of a 40% saving in all KSIs by the year 2010, since 79.9 (85%) out of a total of 937 in 1999 were occupants of motor vehicles or riders of motorcycles, as opposed to Pedal Cyclists (59 or 6%) or Pedestrians (79 or 8.5%).

5.2 Strategy

5.2.1 Analysis of the casualty statistics for North Yorkshire, indicates there are several specific reasons why the County Council’s road safety strategy should be particularly focussed. Firstly, the overall casualty situation in North Yorkshire is slightly worse than the national position in the sense that casualty numbers have remained 10% higher than 1981 levels in recent years whereas nationally, total casualty numbers have remained fairly consistent. Secondly, although the number of KSIs has been substantially reduced in recent years to the extent that the Year 2000 national target for this category was met by 1998, there was a slight reversal of that trend last year. These figures underline the importance of the County meeting the Government’s new casualty reduction targets. Thirdly, although a particular effort will be needed if a further reduction in pedestrian and pedal cyclist casualties and especially those involving children is to be achieved, this must not be at the expense of a determination to reduce car occupant casualties. Since this is by far the largest (in terms of KSIs and all casualties) category accounting for a level of child KSI casualties which is almost equal to the number of child pedestrian and cyclist KSI casualties combined.

5.2.2 This significant difference from the national picture, in which child pedestrian and pedal cyclist KSI predominate, is perhaps to be expected in a large rural County like North Yorkshire, where child pedestrian activity in more dangerous urban street situations will be much less frequent than in many other areas of the country. Higher traffic speeds and turning manoeuvres on rural roads are more likely to be a cause of a higher proportion of collisions, including those in which child car occupants will also be involved.

5.2.3 Although the previous target for a third reduction in KSIs by the year 2000 has already been reached, the County Council recognises that there is no room for complacency and that there is now an urgent need to address the new targets with a vigorous and co-ordinated strategy, aimed at the specific problem areas now identified. Such a strategy will focus safety improvements on the highest priority accident locations, supplement these with road safety publicity and education as appropriate, and target other road safety education, training and publicity on those identified as presenting the greatest risk to others, and on the most vulnerable users of our road network. This work will continue to be carried out in close partnership with the Police who have a vital and complimentary role particularly in relation to road safety publicity, education and enforcement.

Targets

5.2.4 Three sets of targets have been established based on the calculated averages for KSIs, child KSIs and slight casualties over the five base years 1994 – 1998.
5.2.5 Table 2 shows the base year figures and the target figures for 2005 and 2010 and the annual milestone targets for the first five years. At this stage, the County Council is aiming for equal percentage reductions in each year of the Plan and in successive years up to the target year 2010. Consideration has been given to other alternative approaches such as smaller incremental improvements in the early years with an acceleration in the mid-years as the co-ordinated casualty reduction campaign becomes gradually more focused and effective. However, the County Council believes that what is needed is a sustained effort over the Plan period which should provide a fairly consistent reduction in casualties year on year. The targets reflect this approach.

5.2.6 The North Yorkshire road safety strategy contains the following main elements:

- Planning and Control
- Information systems
- Safety Engineering
- Education, Training and Publicity
- Enforcement and encouragement

Planning and Control

5.2.7 To sustain and help monitor road safety in North Yorkshire, a new Road Safety Plan is being produced to replace the existing document produced in 1997. Work on the Plan will commence in 2000.

5.2.8 The Plan will be developed in close co-operation with a number of partners and will recognise the need to carefully co-ordinate all activities to achieve maximum effect in reaching the casualty reduction targets. North Yorkshire Police, the Health Authority and the seven District Council Community Safety Partnerships established as a result of the Crime and Disorder Act will play a major role.

5.2.9 It is further intended that the Road Safety Plan will be subject to an annual assessment to take account of any changes in legislation, the extent to which interim targets have been reached and any new agreed initiatives which might be appropriate for inclusion. The Plan is seen very much as a local road safety guidance document which will act as a focus for all road safety activities in North Yorkshire, but it is also intended as a monitoring tool which can be used to fine tune our work by indicating the need for a redirection of resources or a necessary re-focus of our activities in the safety engineering or education training and publicity fields.

5.2.10 As well as adopting the new casualty reduction targets the Plan will also include other road safety targets as part of the County Council’s commitment to Best Value.

Information Systems

5.2.11 It has long been acknowledged that reliable and accurate road accident information is essential in order to be able to highlight particularly vulnerable road users, identify accident trends and identify critical accident locations. Sophisticated data manipulation facilities are also critical. Work is therefore continuing on the development of the County Council’s
accident database and plotting system. Particular emphasis is being placed on the work needed to link this system to the digitised road network which will then provide an even more flexible and sophisticated means of analysing the data, as well as a reliable monitoring tool for assessing the effectiveness of our road safety activities. The aim is to have this system fully operational by the start of the first year of this LTP (April 2001).

5.2.12 The North Yorkshire Police Force is also developing its own accident data handling systems in order to provide, amongst other things, a more immediate response on particular accident trends and causation. The County Council will continue to work in close co-operation with the Police to ensure compatibility of our systems, to improve the quality of source data and to avoid duplication of effort.

Safety Engineering

5.2.13 The County Council will continue to implement safety engineering schemes designed to target known accident locations. Substantial savings can be achieved by identifying sites and routes where collisions occur and then carrying out relatively low cost measures which include local safety schemes (sometimes involving minor highway improvements) and traffic calming schemes.

5.2.14 These categories of scheme will be specifically targeted towards a substantial reduction in the accident record identified at particular locations on the highway network, along known high risk routes, or in villages and areas of towns.

5.2.15 The County Council has used its system of priority assessments to ensure that the programme of safety engineering measures set out at Appendix 8 for the first year of the Plan, is specifically targeted to achieve the maximum impact on the casualty reduction target.

5.2.16 Local Safety Schemes tend to be identified in two groups. There are those schemes which become programmed named schemes arising from route or area based studies of locations where a defined accident rate has been exceeded. In addition, improvements are identified on an annual basis as a result of our annual review of accidents across the County which provides, inter alia, a list of high risk sites where more than a defined number of accidents at or close to a single location have occurred over the immediately preceding three year period. This category of scheme enables the County Council to react more quickly to those locations which develop as problem high risk accident sites over a relatively short period of time. To facilitate this, the Local Safety Scheme bid includes a block sum to tackle a number of high risk locations in each year. The locations to be addressed in the first year of the Plan are identified in Appendix 8 and represent priority sites for action.

5.2.17 A programme of safe routes to schools schemes is being developed with the aim of addressing the problem of child pedestrians and cyclists on the journey to school. The intention is to introduce a number of such schemes across the County in each year of the Plan with the funding targeted at those locations where accidents involving children have occurred. The opportunity will be taken, wherever it is appropriate, to combine such measures with proposals for traffic calming and/or 20 mph speed limits.

5.2.18 The County Council recognises the positive contribution that traffic calming schemes can make to the casualty reduction target. This has certainly been the case in the past, and a number of sites are therefore included in the first year of the Plan where there is a known accident problem. The schemes listed are for those locations which have the highest priority in terms of the capital cost of the scheme related to the cost benefit to be achieved from accidents likely to
be saved.

5.2.19 The implementation of realistic, enforceable speed limits is an essential element of many of these schemes, and use will be made of 20 mph speed limits where these are considered appropriate, either as an integral part of traffic calming schemes or as a stand-alone measure, where the County Council’s recently approved criteria are met. A specific allocation is included for the introduction of 20 mph speed limits by signing only.

5.2.20 In order to have the maximum impact with safety engineering schemes, the views of the emergency services, road user groups, local councils and local residents need to be considered. The County Council has adopted procedures for formal consultation during the preparation of these schemes and will continue to review these as necessary. The view of representatives of the vulnerable groups of road users are sought in order to ensure schemes are developed which take proper account of the needs of pedestrians, cyclists, horse riders and horse-drawn vehicles.

5.2.21 Appendix 8 sets out in some detail those safety engineering schemes for year 1 which the County Council wishes to implement and which are aimed at achieving the milestone targets at the end of year 1 as identified in Section 5.2.5. The individual schemes to be implemented each year will be based on the accident related priority assessment methods described in the foregoing section of the strategy.

Education, Training and Publicity

5.2.22 Everyone has a part to play in reducing the number and severity of casualties. The message that while we all take small risks, those risks can have big consequences may not be that radical, but needs to be reflected in the development of improved skills and knowledge by all road users. The following paragraphs outline the main areas of activity being promoted by the County Council against the developing national background. Although there are areas of overlap, this section of the strategy has been formulated in such a way that children are specifically targeted with a programme of education and training from an early age.

Children (under 16 years)

5.2.23 The ratio between the numbers of children killed and injured as pedestrians and pedal cyclists and those killed and injured in motor vehicles is much closer in North Yorkshire than in Great Britain as a whole. This local difference has been taken into account when planning activities.

Child Pedestrian Training (CPT) and Cyclist Training (CAP) activities

5.2.24 The County Council has run a number of successful trial schemes for Key Stage 1 and 2 pupils while awaiting publication of the National Guidelines. However, these trials have relied heavily on Road Safety Officer input which could not be provided if the training is to be extended more widely. The National guidelines point out that pedestrian training, quite rightly, require high levels of adult supervision and ideally parental involvement. Success in involving volunteers in CPT will be crucial. The County Council will issue local guidelines for the provision of child pedestrian training so that schools and pre-school groups can operate their own programmes.

5.2.25 Each year about 20% of year 6 children take part in the Cycling Awareness Programme (CAP) which is based on the recommendations of the National Code of Good Practice. Courses follow the good practice recommendations of including on-road training, and courses run over a number of weeks rather than being concentrated into a couple of days. Because of the reliance on volunteer support, issues of monitoring and supervision are of considerable importance and have recently been reviewed. The County Council will use casually employed staff to manage the
entire programme under the direction of the professional road safety staff. If this proves successful it may be possible to consider the provision of training courses for other age groups, including adults. The availability of the Cycling Awareness programme will be extended by seeking comments from those schools not currently taking part. The County Council looks forward to advice from the Government on how to encourage participation by volunteers.

**Children in Cars**

5.2.26 Legally, the driver is responsible for ensuring that child passengers (under the age of 15) are correctly using the seat belts or child restraints fitted to the vehicle. However, recent studies undertaken in North Yorkshire have revealed worryingly low levels of seat belt use by children on home/school journeys - up to 30% of children unrestrained at some locations - and joint education and enforcement activity is being undertaken in conjunction with North Yorkshire Police. The results will be evaluated and, depending on the outcome, extended to other areas of the County. Despite the success of recent national advertising designed to raise the number of rear seat passengers using seat belts, wearing rates by all age groups must improve substantially before any marked effect on casualty figures will become apparent. This an area of paramount concern. Although the County Council already actively promotes the use of seat belts and child restraints through regular information and demonstration sessions for parents at hospitals and clinics, the level of activity will be increased. The availability of appropriate educational and other resources that encourage the use of seat belts by children will be investigated.

**Road Safety Education in Schools**

5.2.27 The County Council has had an agreed policy statement for traffic education in its schools for some years. This emphasises staged, progressive traffic education which links with the aims of the national curriculum. In addition to the specific issues of pedestrian and cyclist training already mentioned, general road safety education needs to be supported throughout childhood and adolescence. With the potential offered by opportunties in the new national curriculum, especially but not exclusively in Citizenship and Personal Health and Social Education, the County Council will re-assess the policy statement. Information and Communication Technology may have considerable potential, particularly within a rural county, to support Road Safety Education and the County Council will investigate opportunities to develop this area. Local Technology College students are developing a Web site to support the regional Walk to School Week activities and will be invited to contribute further to improving the use of Information and Communication Technology (ICT) in Road Safety Education. The County Council will continue to participate in regional development groups to maintain and improve the quality of materials and support available to the County’s schools.

**Post 16**

5.2.28 The possession of a driving licence is a rite of passage for many young people, but in a rural county like North Yorkshire is of particular importance in terms of improving access to employment and leisure opportunities. Unfortunately the rite of passage often includes accidents. As elsewhere in the country, young and new drivers are over represented in North Yorkshire casualty statistics.

5.2.29 A review of pre-driver education provision across the authority has recently been completed and will form the basis of a new good practice guide emphasising the importance of attitude development and hazard awareness training. This will be distributed to schools and colleges.
The County Council will seek the involvement of external agencies such as the police and the DSA. Theatre in Education productions are an integral part of the road safety provision in many of the County Council's secondary schools where the emotive issues surrounding speeding and drink driving are presented in a convincing and meaningful way. Young drivers, particularly, are subject to huge cultural pressures that are outside the influence of any one organisation. The Government's commitment to engage a large number of third party agencies in supporting the drive to reduce casualties is regarded by the County Council as the most likely way of achieving the necessary cultural shift.

**Improving Driving Standards**

5.2.30 The Pass Plus scheme has potential to improve the driving skills of new drivers beyond the basic standards necessary to pass the test. The County Council is promoting the scheme through the County Council's education network and looking at ways of encouraging membership, especially by young and new drivers, of Advanced Driving groups such as the IAM and RoADA. A safe driving award scheme for County Council staff will be introduced during year 2 of this strategy. North Yorkshire Police is establishing a Driver Improvement Scheme for the County and the County Council looks forward to its contribution to raising driving standards. Recently, Rehabilitation Courses for Drink Drive Offenders have been made available in the County.

**Motorcycling**

5.2.31 Because of its many open, rural roads and attractive scenery the North Yorkshire road network is regularly used by many thousands of motorcyclists. Unfortunatley this popularity has led to a higher than normal frequency of motorcycle crashes resulting in over 2000 casualties during the last five years, the majority being single vehicle, loss of control crashes. By their very nature motorcycle crashes are more likely to result in death and serious injury, and this is evidenced by the figures in Section 5.15 of this strategy. The County Council, in partnership with North Yorkshire Police, pioneered the Bikesafe 2000 scheme for older motorcyclists which is now operated not just within the County but by many local authorities and police forces across the UK. The success of this scheme resulted from the early involvement and support of the motorcycling community.

5.2.32 The County Council will continue to monitor motorcycle casualties and welcomes the recent development of an industry backed safety package designed to drive down the number and severity of motorcycle casualties especially among riders returning to motorcycling after a break. However, the County Council is very aware that a significant proportion of riders are unwilling to react positively to encouragement or education. It therefore vigorously supports the actions of North Yorkshire Police including intensive and targeted enforcement, which have the aim of improving the standard of motorcycling across the County.

Motorcyclist Training in North Yorkshire is provided entirely by the private sector. The County Council will continue to publicise the availability of training and will support any initiative designed to support improved safety.

**In-car Safety**

5.2.33 The largest single group of casualties in North Yorkshire is car occupants. These constitute about 77% of all casualties compared with 71% for Great Britain. Seat belts can have a significant effect on the number and severity of casualty casualties in cars. The County Council is setting up a monitoring programme to regularly measure seat belt usage across the county and will use the results to direct education and enforcement activity.
Publicity

5.2.34 The County Council is an active member of Local Authority Road Safety Officers Association and at regional level participates in publicity campaigns aimed at improving standards of driving particularly by young drivers. Although mainly utilising printed media such as posters and leaflets, campaigns have used commercial radio successfully. The County Council will continue to participate in and support national and regional campaigns and when appropriate develop its own to react to local needs.

5.2.35 The introduction of a national brand identity for Road Safety publicity and information is welcomed and the County Council will, whenever possible, utilise the "Think" logo in its publicity. It will also use its influence across all sections of the community to improve standards of driving and motorcycling, and promote the development of considerate road use at every opportunity. For example, there are already good links with MoD and USAF establishments within the county and support is provided for publicity and information activities "on base" targeting personnel and their families. The County Council is investigating ways of building on this experience.

Enforcement

5.2.36 Targeted enforcement is vital to the success of casualty reduction activity. The difficulties faced by the Police in balancing the core objectives set by the Home Office with requests for increased levels of traffic enforcement are recognised. The County Council is continuing to develop its relationships with North Yorkshire Police at all levels, and the joint production of a Speed Management Strategy for the force area is a practical example of cooperation between the two organisations.

5.2.37 Speeding traffic and poor driving have been identified as major areas of concern by respondents to Community Safety surveys undertaken by District Councils and the County Council is actively engaged with its partners in addressing these concerns. Similar issues are being tackled as part of the North Yorkshire Health Authority strategy to tackle accidental injury and more locally through Primary Care Group targets. Bringing vehicle speeds down will not only reduce the severity of injury to car occupants but will significantly influence the effect on vulnerable road users such as pedestrians, pedal cyclists and horse riders. The County Council views ownership of road safety problems, and the solutions, by its residents as vitally important. As an example the recent introduction of a 30 mph speed limit in a small village was conditional on the local driving population signing a "Make the commitment" pledge to keep within speed limits. The County Council will monitor the effectiveness of the scheme through the next twelve months with a view to progressively introducing similar schemes elsewhere in the County.

5.2.38 Details of the Five Year Programme for Road Safety Education, Training and Publicity are given in Appendix 9.
Causal Chain
Road Safety

ROAD SAFETY

Objective 6: To reduce the number and severity of casualties arising from road accidents in the County.

- Health & Social benefits
- Improved safety
- Increased pedestrian/cycle activity
- Improved crossing facilities
- Routine improvements
- Safety improved for pedestrians/cyclists
- Road safety education, training & publicity
- Increased traffic calming
- Slower vehicle speeds
- Greater use of more appropriate routes for non-essential traffic
- Environmental benefits

Key:
- THEME (Measure)
- EFFECT (Outcome)
- TRANSPORT OBJECTIVE
- MONITORED
- END EFFECT (Other than objective)
6.0 PUBLIC TRANSPORT

This strategy seeks to contribute towards the achievement of the following LTP objectives:

<table>
<thead>
<tr>
<th>To promote social equality by providing genuine choices of travel mode which meet the travel needs of the socially and physically disadvantaged.</th>
</tr>
</thead>
<tbody>
<tr>
<td>To provide a quality public transport system for as many residents as possible which recognises the importance and impact of tourism in the County.</td>
</tr>
<tr>
<td>To limit traffic growth by reducing the need to travel and developing alternative non-car travel modes.</td>
</tr>
<tr>
<td>To minimise the adverse impact of traffic on the environment, particularly with regard to noise and pollution.</td>
</tr>
<tr>
<td>To reduce the number and severity of casualties arising from road accidents in the County.</td>
</tr>
</tbody>
</table>

6.1 Problems and Opportunities

6.11 In a predominantly rural area an effective public transport network has to achieve the right mix of conventional and unconventional services. Rail services, bus services and community transport all have an important role to play and it is essential to ensure that each sector has the capacity to maximise its potential.

6.12 Use of public transport in the County has declined in the past decade. As a result expectations of it are low and there is lack of confidence that a network of services can be provided that is capable of meeting at least some if not all of the travel needs of individuals. Public transport is generally viewed as a low quality alternative to the private car.

6.13 As in many rural areas a car is considered by many North Yorkshire residents to be essential in maintaining lifestyles. A way of life based on private car mobility is likely to be resistant to change. Additional bus services can be provided but there is little or no incentive for people with the access to a private car to use them, at least in the short term.

6.14 The essence of the problem is that there is a low population density within which car ownership levels are high. This leaves only a small but nevertheless significant “pool” of people without access to private cars who rely entirely on public transport.

6.15 In addition to the problems of isolation and other local rural issues, the County Council must also aim to address the increasing problems of congestion where levels of tourism are high. Public transport has a vital role to play in reducing car usage in such areas.

6.16 In recent years a number of smaller bus/coach operators have entered the public transport market. In many instances they have been successful in providing more of a bespoke service which is well received in local areas. This trend has, however, led to “fragmentation” of the network and made it difficult for users to obtain comprehensive timetable information. Smaller operators tend to use less sophisticated ticketing equipment and this inhibits the scope for through ticketing and multi-journey tickets. Public transport providers in rural areas have a relatively low revenue base and this results in a lower investment in vehicles.

6.17 In public transport terms, vehicles are not the only area where there has been a lack of investment. Infrastructure at bus stops and rail stations is often inadequate. A lack of facilities at the main picking up/set down points is a feature of many market towns within the County. Neither of the two major towns, Harrogate and Scarborough, have adequate bus terminal facilities.

6.18 In relation to rail, many stations in rural areas have poor access for the disabled and inadequate platform heights. At some of the better used stations, the length of platforms...
restricts the train operator's ability to meet peak demands and adequately provide for growth.

6.19 Community transport within the County is somewhat ad hoc and suffers from a lack of structured funding. There is little co-ordination and often competition within the voluntary transport sector, both for funding and for volunteers. This has produced “opportunity led” rather than “needs led” growth in the sector resulting in some areas having good provision whilst others have poorer provision. The community transport sector has recognised the benefit of better co-ordination and is working towards ways of achieving this.

6.110 The problems of providing adequate services that are properly integrated are compounded by the lack of a comprehensive publicity strategy, the lack of through-ticketing arrangements and inconsistency in the provision of concessionary fare schemes for elderly and disabled persons.

6.111 Since 1994 the County Council has supported projects aimed at working with communities to identify their transport problems. The following is a summary of the issues that are regularly identified:

- Frequency, timing and co-ordination of services.
- Lack of investment in modern vehicles.
- Poor infrastructure at waiting points.
- Poor infrastructure at bus/rail stations.
- Under-developed Community transport network.
- Lack of a cohesive marketing and publicity strategy.
- Non-availability of through ticketing.
- Lack of a consistent concessionary fares scheme.

6.112 More specific work with bus users in Wensleydale has been used to identify the top ten passenger priorities in response to specific issues raised:

<table>
<thead>
<tr>
<th>RANK</th>
<th>ISSUE</th>
<th>PROPOSED ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Reliable services</td>
<td>Service monitoring through advanced ticket equipment.</td>
</tr>
<tr>
<td>2</td>
<td>Friendliness of drivers</td>
<td>Driver training programme being developed for customer care, disability awareness, etc.</td>
</tr>
<tr>
<td>3</td>
<td>Cheaper fares</td>
<td>Increased availability of through ticketing may help in some circumstances, as will the introduction of standardised concessionary fares schemes.</td>
</tr>
<tr>
<td>4</td>
<td>Quality of drivers</td>
<td>Driver training programme being developed for customer care, disability awareness, etc.</td>
</tr>
<tr>
<td>5</td>
<td>Availability of timetables</td>
<td>Comprehensive publicity strategy.</td>
</tr>
<tr>
<td>6</td>
<td>Closeness to a bus stop from home</td>
<td>Review of bus stop locations as part of infrastructure development.</td>
</tr>
<tr>
<td>7</td>
<td>Ease of getting off/on</td>
<td>Development of quality partnerships to improve vehicle quality, provision of accessible stops on improved interchange facilities.</td>
</tr>
<tr>
<td>8</td>
<td>Evening services</td>
<td>Some improvements have been made through RBG expenditure, other initiatives are possible through the RTPs.</td>
</tr>
<tr>
<td>9</td>
<td>Direct not connecting services</td>
<td>Through ticketing will help address this issue.</td>
</tr>
<tr>
<td>10</td>
<td>Sunday services</td>
<td>Some improvements have been made through RBG expenditure, other initiatives are possible through the RTPs.</td>
</tr>
</tbody>
</table>
6.2 Current Situation

6.2.1 Bus Services

6.2.1.1 The County Council recognises the importance of public transport in the County and has maintained funding at a relatively high level while other budget areas have been reduced. Funding for public transport has increased from £16.38 m in 1996/97 to £17.81 m in 2000/2001. This is supplemented by Rural Bus Grant (RBG) of £1.38 m. This grant was originally awarded for a three year period but is now available until March 2004. This is a welcome development and will increase public confidence in the ability of the County Council to sustain the current level of provision.

6.2.1.2 The County Council has resolved that RBG funding will be allocated according to the following priorities:

- All parishes with a population of more than 100 people are to be considered for a bus service to the nearest market town on at least one day each week. This will cover 75% of parishes.

- The following order of journey purpose will be adopted for the purposes of prioritising funding for new services:
  1. Work
  2. Off peak day time services
  3. Evening services
  4. Sunday services
  5. Leisure services

6.2.1.3 The County Council consults with Parish Councils before defining and implementing new services. This helps to ensure that the community’s needs will be met and that the services are more sustainable.

6.2.1.4 In broad terms, the Council’s base expenditure on bus services can be broken down in the following table:

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RBG</td>
<td>Base exp</td>
</tr>
<tr>
<td>Work</td>
<td>3%</td>
<td>4.5%</td>
</tr>
<tr>
<td>School</td>
<td>0%</td>
<td>35%</td>
</tr>
<tr>
<td>Off peak</td>
<td>56%</td>
<td>55%</td>
</tr>
<tr>
<td>Evening</td>
<td>11%</td>
<td>3.45%</td>
</tr>
<tr>
<td>Sunday</td>
<td>5%</td>
<td>0.05%</td>
</tr>
<tr>
<td>Shared hire car services</td>
<td>0%</td>
<td>1%</td>
</tr>
<tr>
<td>Leisure services</td>
<td>7%</td>
<td>0%</td>
</tr>
<tr>
<td>Publicity</td>
<td>7%</td>
<td>1%</td>
</tr>
<tr>
<td>Staffing</td>
<td>9%</td>
<td>0%</td>
</tr>
</tbody>
</table>

6.2.1.5 For many years the County Council has recognised the impact of the “school run” on traffic volumes and congestion. Public transport and mainstream school transport are co-ordinated through an area review process that avoids unnecessary duplication of services and maximises efficiency by ensuring that as far as possible the two networks are integrated. The County Council spends about one third of its budget on services for school children.

6.2.1.6 Facilitating pupil access contributes to the County Council’s Corporate Priorities to raise the standards of achievement in education and to reduce disadvantage and help people in need. The school service promotes the economic, social and environmental well being of rural areas of the County in the following ways:

- The discretionary elements of the home to school transport policy, especially that for post 16 pupils and students, facilitate access to remote provision. Discretionary provision also contributes to initiatives to reduce the “school run” and promote healthy communities.

- The service takes account, in a practical way, of personal safety and security issues relating to home to school transport which are of particular concern in rural areas, for instance in relation to waiting points, connecting services and maximum journey times.

- Some school transport services provide a dual function in that they also cater for members of the public. This is often a useful facility, particularly in rural areas.

Rural Bus Challenge

6.2.1.7 The County Council was successful in obtaining a grant for £43.2K from the DETR under the above scheme in order to provide a fully accessible vehicle for use by community groups in the Whixley area and to provide demand responsive local bus services for villages adjacent to the A59 and
6.2.15 B6265 corridors. The vehicle will operate at a time when there is little or no conventional public transport or in areas where existing transport provision is unsuitable for the elderly or people with disabilities.

6.2.18 In addition, the funding is also being used to develop a marketing strategy for the vehicle resource and help publicise the work of the Harrogate Rural Transport Partnership in the area.

The Bus Network

6.2.19 The bus network in North Yorkshire is provided by 90 operators through a mix of commercial and contract services. In terms of registered local bus mileage there are four main operators as shown in the table below:

<table>
<thead>
<tr>
<th>Operator</th>
<th>Operating Area</th>
<th>Scheduled km</th>
<th>Total Fleet</th>
<th>Low Floor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arrowline</td>
<td>Selby</td>
<td>1,462,800</td>
<td>29</td>
<td>14</td>
</tr>
<tr>
<td>Arrowline Durham</td>
<td>Richmondshire, Northallerton, Whitby</td>
<td>1,779,413</td>
<td>76</td>
<td>19</td>
</tr>
<tr>
<td>Blaxefield Group</td>
<td>Skipton, Harrogate, Maltby</td>
<td>Not available</td>
<td>66</td>
<td>Not available</td>
</tr>
<tr>
<td>East Yorkshire Motor Services</td>
<td>Scarborough</td>
<td>2,650,000</td>
<td>70</td>
<td>22</td>
</tr>
</tbody>
</table>

6.2.10 Not surprisingly, because of the range of operators who provide services, the quality of vehicles varies significantly. A survey in 1999 indicated that only 30 low floor buses were in regular use on services within the County. A similar survey in 2000 shows that the number of low floor vehicles has increased to over 50. This is a welcome upward trend and through LTP funding, the County Council will develop initiatives to support and accelerate this.

6.2.11 There are almost 400 separate registrations for services operating wholly or partially within North Yorkshire. These include a significant number of school journeys catering mainly for pupils entitled to free school transport but which contribute to the overall network in rural areas. Figures 1 and 2 show the bus contract services provided by the County Council and the commercial network of services.

6.2.12 Until 1998 and despite declining usage, service levels remained relatively stable. Since 1998 the County Council has used Rural Bus Grant to introduce new bus services, this has led to a significant increase in the number of passenger journeys. Nevertheles, many small and medium sized communities still have a bus service on only one or two days each week.

6.2.13 The County Council has developed a good working relationship with the principal public transport operators in the County and they have contributed to the development of this document. In each of the Policy Sub-Areas the County Council has identified key corridors in conjunction with the bus operators. These are bus routes where the operators are willing to introduce modern high quality vehicles. Through LTP funding the County Council will develop passenger infrastructure at key sites on these routes. It is expected that Local Transport Plan investment will lead naturally to more formal "Quality Partnerships" covering key routes and corridors across the County. However, because North Yorkshire is a large rural County, quality partnerships will have to be developed with smaller operators and providers of community transport. This process has already begun through the Rural Transport Partnerships (RTPs). The County Council has secured funding to develop a training scheme for drivers, passenger assistants and coordinators. This scheme will be available to both the community transport and public transport sectors and will be the cornerstone of County-wide quality standard.

6.2.14 Concessionary fares in the County are provided by five of the seven District Councils. The Government’s proposal for a national concessionary fare scheme is welcomed and the County Council intends to work with District Councils and bus operators to ensure that the potential benefits to users are maximised.
6.2.2 Community and unconventional transport

6.2.2.1 Unconventional services play a vital role in providing basic mobility. The County Council currently funds four post bus services and 15 demand responsive taxi/bus services which cater for areas of low demand. The County Council recognises the important role that community transport can play as part of an integrated transport network and for the past four years has worked closely with other Authorities, including the Health Authority to provide a framework within which better integration between transport modes is possible. A Community Transport Strategy for the County has been produced and has been used to guide the development of the Rural Transport Partnership action plans. The five key elements that have been incorporated into the action plans are:

- The Participation of People in Planning – to enable communities to be involved; to provide an informal local point of contact; and to build capacity within local communities to create and manage their own innovative transport solutions.
- Develop Partnerships with Providers – to improve co-ordination and information flow; to provide financial and technical support for community transport operators; and to promote the potential of community transport as a flexible and accessible link to facilities and other transport services.
- Encourage Co-operation in Commissioning – to achieve consistent and high standards; to improve value for money; and to deliver greater integration where practicable.
- Through a network of Rural Transport Partnerships, Develop Local Area Strategies – to improve access to basic facilities for communities who have minimal public transport; to improve travel opportunities for people who have some mobility difficulty; and generally to reduce isolation.
- Develop County Level Measures to Meet Identified Need – principally through the provision of information; the promotion of community transport; and the co-ordination of the Rural Transport Partnership Officers.

6.2.2.2 The development of Community transport is now being taken forward by five Rural Transport Partnerships covering Craven, Harrogate, Hambleton & Richmond, Selby, Ryedale & North East Yorkshire. These Partnerships have been established through the Rural Transport Partnership (RTP) fund which is administered by the Countryside Agency. The Partnerships have a vital role in ensuring that there is a robust and effective community transport network throughout the County. Each of the Partnerships has produced an action plan which identifies transport problems in the partnership areas. Each Partnership has the opportunity to access £250K of funding to improve accessibility. The common elements of the action plans are:

1. Improved efficiency of voluntary sector transport schemes.
2. Reduction of social exclusion for rural residents.
3. Improved choice of transport mode.
4. To provide a reliable high quality rural transport network.

6.2.3 Hire cars and taxis

6.2.3.1 In North Yorkshire the responsibility for licensing hackney carriages and private hire vehicles (PHVs) rests with the seven District/Borough Councils. Although there are no zones within each District, taxis cannot go into other Districts to ply for trade. Each of the Districts has their own set of policies for the licensing of vehicles.
time, some have very strict limits on vehicle age, while others have absolutely no age limit on vehicles. All authorities however insist that vehicles comply with requirements necessary for public safety and insist that vehicles be inspected at least once a year. There is no limit on the number of PHVs that can be licensed. However, a few of the authorities do choose to limit the number of Hackney Carriages if they are wheelchair accessible.

6.2.3.3 In some areas the provision of taxis that are accessible to people with disabilities is extremely poor. No authority currently requires all PHVs to be wheelchair accessible. Scarborough Borough Council requires all licensed Hackney Carriages to have “swivel chairs”, Harrogate Borough Council will only license new Hackney Carriages if they are wheelchair accessible. The other authorities do not have any requirements for Hackney Carriages to be accessible. They will only enforce such requirements when the law is enacted in 2003. In most areas there are a handful of operators who have provided wheelchair accessible taxis, however, there is a lack of such vehicles identified in Craven District. Hackney Carriages are easy to recognise in the Scarborough area, as, unlike the other areas of North Yorkshire the authority insists that the vehicles are painted white.

6.2.3.4 Even though North Yorkshire has well over 550 Hackney Carriages and 600 PHVs, there is a serious issue of availability within the rural areas. Few Hackney Carriages ply for trade outside the main urban areas and market towns. Many of the more remote rural areas cannot sustain an adequate number of PHV operators. PHV operators who do survive in rural areas often do so because of home to school contracts.

6.2.3.5 Hackney Carriage fares vary significantly within North Yorkshire. For example, a 15 mile journey could cost less than £14 in Scarborough but over £20 in Ryedale. People who are eligible for concessionary fares can use tokens on taxis in Harrogate, Selby, Ryedale and Richmondshire. Even in Ryedale fares per mile on Hackney Carriages are no more expensive than the norm, but in rural areas distance means that overall taxi journeys usually are prohibitively expensive. In rural areas PHV operators often have little or no competition, which can result in higher than normal fares.

6.2.3.6 In North Yorkshire the taxi still remains at the margin of passenger transport policy and planning, yet Hackney Carriages and PHVs are among the most flexible forms of public transport. The County Council certainly recognises the future potential for better integration of taxis into the overall public transport system and is already subsidising some pre-booked scheduled “shared hire car” services in several of the more remote regions where conventional bus services simply are not proving economic. All of the five Rural Transport Partnerships’ Action Plans highlight taxi-buses and shared hire car schemes as solutions to some of the rural transport problems, although it has been stated that the viability of these schemes depend on availability and cost.

6.2.4 Rail Services

6.2.4.1 North Yorkshire benefits from a significant rail network. 46 passenger
stations are served by three passenger train operating companies. Northern Spirit and GNER and First North Western, Virgin Cross Country and Midland Mainline provide services to/from stations in adjacent areas.

6.2.4.2 The County Council works closely with the train operating companies, Railtrack and the Strategic Rail Authority (SRA) to ensure that rail services develop in a way which maximises their role in North Yorkshire’s public transport network. The County Council’s previously established joint working groups for the more rural lines have continued to prove effective since rail privatisation. These involve District Councils and user groups and are a particularly useful way of identifying and dealing with local issues. A good example is the Esk Valley Rail Partnership. This was a jointly funded project initially utilising European funding and was cited in the Government’s White Paper in 1998 as a good example of the partnership approach.

6.2.4.3 In the immediate future, the County Council will be closely involved in franchise renewals for both the East Coast mainline and the Northern Spirit network of services. Significantly, the trans-pennine services are being considered as a separate franchise. The County Council is waiting for confirmation as to how the remainder of the current Northern Spirit network will be dealt with.

6.2.4.4 The Railtrack Network Management Statement gives details of all planned railtrack projects in relation to North Yorkshire, these are:

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>BENEFIT IN NORTH YORKSHIRE</th>
<th>OTHER IMPACTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northallerton - Middlesbrough upgrade</td>
<td>Increase capacity for passenger and freight projects</td>
<td>Increased use of level crossings in Northallerton</td>
</tr>
<tr>
<td>Northallerton - Teeside upgrade</td>
<td>Increased capacity for passenger and freight</td>
<td>Increased use of level crossings in Northallerton</td>
</tr>
<tr>
<td>Introduction of class 333 operation - Leeds - Skipton 2000/2001</td>
<td>Improved services between Leeds and Skipton</td>
<td></td>
</tr>
<tr>
<td>Improvements in track on Settle and Carlisle line to accommodate more freight improvements in 2000/2001</td>
<td>Increase in the volume of rail freight</td>
<td>Increased use of level crossings at Crosshills and Cononley</td>
</tr>
<tr>
<td>Station regeneration</td>
<td>Stations are not identified but the County Council will work with Railtrack to improve access and facilities at Stations in the County</td>
<td></td>
</tr>
</tbody>
</table>

6.2.4.5 Strategic Rail Authority Programme

East Coast Mainline Franchise

The SRA is currently evaluating bids from Virgin Trains and GNER to operate train services on the East Coast Mainline when the current GNER franchise ends in 2003. Part of the franchise renewal programme involves consultation with County Councils and provides an opportunity for them to indicate how they envisage rail services developing. Through this process the County Council will aim to ensure that the existing pattern of services – including the Selby-London service which was introduced in May 2000 – is not allowed to deteriorate. Discussions will continue with the SRA and preferred operator to establish appropriate levels of service at stations currently served.

Trans-pennine Network

The SRA has recently announced a list of six train operating companies who are interested in bidding for the replacement Trans-pennine franchise. The new franchise will start in 2001 and as with the ECML, consultation will be a feature of the process.

The County Council is a member of the Trans-pennine Rail Group, a broadly based Group of Authorities brought together to develop a strategy for the future of trans-pennine rail services. The County Council subscribes to the detailed comments submitted by this Group.
At a more local level, the County Council will seek to ensure a satisfactory pattern of service at all stations and will seek improvements to the stopping pattern at Thirsk in particular. Many stations in the County would benefit from dedicated bus links and the County Council will be suggesting a commitment to develop these from the successful train operator.

Northern Spirit Network

The Northern Spirit network is currently included with Trans-pennine services. The implication by the SRA is that separate franchises could be awarded for Trans-pennine and the remainder of the current network. The County Council will respond in detail at the appropriate time and will ensure that the following initiatives are addressed:

(a) The County Council is working closely with neighbouring authorities and the train operating company to develop a potential bid for RPP funding to provide additional services on the following lines:
   - Leeds–Lancaster
   - Settle-Carlisle
   - Esk Valley
   - Leeds-Harrogate-York

As part of the consultation process, these developments will be discussed in detail with train operating companies and the SRA with a view to service improvements being included in the new franchise agreement.

(b) The introduction of a model timetable for Settle-Carlisle services which has been prepared by the development group following extensive consultation.

(c) Additional stopping trains at Gargrave.

(d) Commitment to dedicated bus/taxi links, for example Giggleswick-Settle and Clapham Station to Clapham Village and Ingleton.

6.2.4.6 In conjunction with the SRA, Railtrack and the train operating companies, the County Council has identified several schemes that it would wish to pursue in the period of this Plan. Details of each of the schemes are contained in the appropriate Policy Sub-Area. In general each of the schemes is aimed at improving travel options and reducing dependency on cars within the County.

- Crosshills Station
- Claro Road Station
- Knaresborough East Station
- Cliffe / Thorpe Willoughby Station
- Wensleydale – rail feasibility study
- Harrogate - Ripon - Northallerton feasibility study for line re-opening
- Malton – Pickering – feasibility study for line re-opening
- Skipton – Grassington – passenger use of freight line
- Platform lengths at cross boundary stations
- Connection of the Skipton to Rylstone Quarry Line with the Embsay and Bolton Abbey line

6.2.5 Cross boundary issues

6.2.5.1 During the last year, the County Council worked closely with West Yorkshire PTE's centre of excellence programme. Cross boundary travel is a significant trip generator for the West Yorkshire conurbation and discussions have raised two key issues which are being addressed jointly:

1. Fares (through ticketing). The availability of "Metro Cards" only within West Yorkshire causes commuters from North Yorkshire to drive to the nearest PTE station. This creates pressure for local car parking and adds to overall traffic congestion. The County Council's PTE and bus and rail operators are jointly exploring ways of attracting people to use local transport facilities from their homes within North Yorkshire. Through ticketing initiatives are being explored through the introduction of standardised ticketing equipment which is compatible with smart card
2. Increased capacity for trains. At peak times there is little opportunity to attract new passengers because of a lack of train capacity. Through a successful RPP bid, additional capacity will be introduced within West Yorkshire and this in turn will have an impact on cross boundary travel. Investigations with the train operating company suggest that in practice these opportunities could be difficult to fully realise because of limited platform lengths at certain key stations both within North Yorkshire and the PTE.

6.2.6 Leisure Travel

6.2.6.1 North Yorkshire has a buoyant tourist and leisure market which generates significant levels of traffic at peak times of the year – principally during the Spring and Summer months. Tourism is an important growth area and is important in strengthening and diversifying the rural economy. However, the level and character of tourist related traffic is an important issue. The County Council recognises that increasing levels of tourist traffic threaten the intrinsic qualities of the countryside upon which many tourist areas depend. To counteract this threat, traffic and demand management will play an important role in the more rural parts of the County and particularly in environmentally sensitive areas such as the National Park and the Areas of Outstanding Natural Beauty where the volumes and types of traffic using the local road network cause particular problems during the summer months. The LTP therefore contains a range of measures to manage tourist traffic including improvements to public transport infrastructure at key sites.

6.3 Strategy

6.3.1 It is important that service quality is viewed from the point of view of the user. Thus quality can be considered in terms of:

- **Convenience**
  A core network of public transport services delivered to a specified standard with appropriate infrastructure at bus stops, bus/rail stations and terminal points.

- **Frequency and reliability**
  An appropriate number of journeys provided for an area with a high level of reliability to build passenger confidence. This requires modern vehicles and well trained and motivated drivers.

- **Cost to the user**
  It is essential that all services are seen as affordable and represent value for money to users and that concessionary fare schemes introduced on a consistent basis throughout the County.

- **Attractiveness**
  Encompasses integration between modes, particularly rail and community transport services, comfort/quality of rolling stock/vehicles.

- **Promotion**
  A high standard of publicity and marketing of services is essential.

6.3.2 The public transport strategy is directed at achieving a balance of buses, trains and community transport services that will best meet North Yorkshire’s requirements and lead to medium and longer term sustainable growth in public transport usage. This will be achieved by building a core network of quality services and infrastructure that is supported by a robust and effective community transport network. A key factor in achieving these quality improvements is partnership with public transport operators. The County Council is working towards this, particularly through negotiations on Rural Bus Grant (RBG) expenditure and support for the five rural transport partnerships.
6.3.3 The strategy consists of the following elements:-

- **Promoting an integrated and co-ordinated transport network.** The County Council recognises the need for people to travel on longer journeys and to use different modes. In addition to improving waiting facilities, the County Council will encourage, where practicable, services which connect with rail and other buses and negotiate the availability of through fares where possible.

- **Encouraging and facilitating investment in modern vehicles.** This is being achieved by identifying key corridors where infrastructure facilities will be developed by the Local Authority. Quality partnerships are being sought with bus operators to guarantee a minimum standard of vehicle on these routes.

- **Developing the infrastructure at key waiting and interchange points.** This is an important part of developing a high-quality public transport service. It aims to address the "Public transport experience" rather than simply focusing on bus and rail travel. This aspect of the strategy includes provision of shelters which provide a safe environment for passengers, and boarding points which are properly marked with a suitable area which is level and at a height which allows easy access to buses. A key feature is the development of interchange points especially for bus/bus and bus/rail. In appropriate locations secure cycle racks are being introduced. There is a key role for partnership with both Railtrack and Northern Spirit. Work is underway on a review of car parking provision at key stations.

- **Implementing a Countywide Publicity Strategy.** Information about the availability of public transport services is an important factor in developing passenger confidence. The County introduced a timetable enquiry service in November 1999 and has now developed a journey planner that is available through the Internet as a co-ordinated timetable service for the whole of Yorkshire. A Countywide publicity strategy has been adopted after extensive consultation.

- **Introducing modern ticketing equipment.** The County Council needs to be able to utilise a wide range of transport providers in order to provide the right level of service. For many of the smaller bus operators the costs of modern ticketing equipment are prohibitive. The County Council will assist such operators by providing ticketing equipment as part of a contract. This equipment will have the capacity to assist District Councils in the administration of the Government's national concessionary fare scheme.

- **To support the development of a robust Community Transport network.** The County Council, together with key voluntary sector, statutory agency and other local authority representatives is working towards implementation of the action plans of the Rural Transport Partnerships. This will support the travel needs of people who are unable to use public transport and will provide opportunities to travel for people in more isolated rural communities where conventional public transport in the form of timetabled local bus services are uneconomic.
Causal Chain
Public Transport

IMPROVEMENTS TO PUBLIC TRANSPORT
- More accessible buses & rail services
- Improved facilities at bus stops
- Easier through journeys
- Improved frequency & reliability
- Bus priority measures
- Better travel information
- Travel awareness campaign

KEY
- THEME (Measure)
- EFFECT (Outcome)
- END EFFECT (Other than objective)
- TRANSPORT OBJECTIVE
- MONITORED

OBJECTIVE 1: To promote social equality by providing genuine choices of travel mode which meet the travel needs of the socially & physically disadvantaged.

OBJECTIVE 2: To limit traffic growth by reducing the need to travel and developing alternative non-car travel modes.

OBJECTIVE 4: To minimise the adverse impact of traffic on the environment, particularly with regard to noise & pollution.

OBJECTIVE 5: To provide a quality public transport system for as many residents as possible & which recognises the importance & impact of tourism in the County.

OBJECTIVE 6: To reduce the number and severity of casualties arising from road accidents in the County.
7.0 SUSTAINABLE DISTRIBUTION

This strategy seeks to contribute to the achievement of the following LTP objectives:

| To minimise the adverse impact of traffic on the environment, particularly with regard to noise and air pollution |
| To facilitate opportunities for economic regeneration and growth and the sustainable movements of goods |

7.1 Problems and Opportunities

7.1.1 The importance of road freight movements has grown substantially over the last 30 years or so, with an increase in this mode of transportation at the expense of rail and water. The freight transport industry and the logistics of service delivery have seen considerable change. Increased financial awareness by industry in general has led to a re-examination of the relationships between storage, distribution and transport. As a result many businesses are now dependent upon deliveries being made “just in time” for the next stage of the manufacturing process.

7.1.2 One possibly unwelcome aspect of this sophistication in goods distribution is that the cost to the wider community is not included in the financial analysis. For example, it may be cheaper for a chain to supply a supermarket from a manufacturer in the same town (even from across the street) via a distribution depot involving a 300 mile round trip. As part of the general process of Travel Awareness, travel patterns of distribution which assume unrestrained growth are neither desirable nor sustainable.

7.1.3 North Yorkshire is a diverse County. It embraces environmentally sensitive areas of the Yorkshire Dales and Wolds, the North York Moors, the seaside towns of the East Coast, including Filey, Scarborough and Whitby, the largely agricultural Vales of Mowbray, York and Pickering, and major energy producing areas in Selby District.

7.1.4 North Yorkshire is a key transit route for many freight movements elsewhere in the country. The A1(M) is the key artery linking Teesside and Tyneside with the Midlands and the south with the A59/A64 and the A66 providing for east-west movements. Such through movements place particular environmental pressures on the county, with the distribution industry locating close to this artery.

7.1.5 Whilst it is accepted that road freight will necessarily continue to dominate there is an increasing need to encourage the use of alternatives. This is particularly important in North Yorkshire given the rural nature of the County, the high quality of its environment and the continued requirement for a substantial proportion of freight to continue to be moved by road.

7.1.6 Key concerns to be addressed in the Local Transport Plan have been identified from consultation with transport network providers and operators and represent issues of industries located within the County.
These may be summarised as being:

- The routing of lorries along unsuitable rural roads and through urban areas
- The limitation of the rail network and services in meeting 24 hour, 7 days a week demand for freight
- Physical restrictions on the road, rail and water networks leading to less than optimum routing of goods
- The effects of any restrictions on commercial vehicle access on the fragile rural economy

7.1.7 There are particular concerns in North Yorkshire about keeping lorries off unsuitable country roads. However, because agriculture, is a highly mechanised and industrialised process there is an increasing tendency to transport inward goods such as fertilisers, seeds and animal feeds and outputs such as grain, seeds and animals in large unit loads to achieve economy of operation. This means that commercial vehicles including the heaviest and largest permissible will at some point wish to access even the remotest rural farm. These movements are quite often focused on specific destinations such as grain warehouses, cattle markets, sugar factories, etc and can occur over short time periods. An example is the supply of sugar beet from farms to the sugar factory in York which occurs between December and March each year.

7.1.8 The extractive and power industries include a number of activities, namely: timber reclamation, deep coal mining, aggregate extraction, power generation and land fill. The transport demands from these sectors involve relatively large scale haulage of bulky commodities between a few locations to a number of markets, and is well suited to rail or water transport. However, because of the dispersed nature of mineral-extract ion quarries, road transport predominates. However, for the larger quarries located in the Yorkshire Dales, rail is a viable option. The quarry at Rylstone, near Grassington, currently uses rail to transport a proportion of its output (approximately 24%) to markets in Leeds and Humberside.

7.1.9 The two coal-fired power stations at Drax and Eggborough utilise coal from the local Selby Coalfield, from elsewhere in the UK and from overseas. Most of it is delivered by rail. Limestone is also delivered by rail for use in the Flue Gas Desulphurisation (FGD) equipment at Drax. Waste products in the form of ash and, in the case of Drax, commercial quality gypsum from the FGD plant are used commercially in the production of building materials. Ash is used by a local firm in the production of breeze blocks. The majority is however disposed of to landfill at Barlow and Gale Common. Gypsum from Drax is transported by rail to Cumbria and the East Midlands for use in plasterboard manufacturing.

7.1.10 Former quarries in predominantly rural locations across the County are utilised for the landfill of domestic and commercial waste. At the present time all waste haulage is by road transport. Due to the ever increasing need for refuse disposal sites, there may be scope in future to develop sites more favourably located with respect to rail transport. The County Council is currently preparing a Waste Local Plan which will reflect the effects of landfill tax and the move towards waste minimisation/recycling and possibly regional incineration plants.

7.1.11 Manufacturing industries are located throughout the County, but with concentrations around the larger centres of population. They involve the import of raw materials into the site (e.g. pigs, hops, malt, steel) from diverse origins, with the end product being transported to customers or via regional distribution centres to their final destinations. These industries often rely upon “just-in-time” deliveries, with a minimum of stockpiling on site. Rail may be a viable alternative to road in some cases as a result of recent...
gains by this mode in the time-sensitive logistics market. However, for the majority road will continue to represent the only viable mode of transport.

7.1.12 The service sector, including tourism, is the major employer in North Yorkshire. The freight transport demands of this sector are varied, with large retail outlet let deliveries requiring frequent “just-in-time” deliveries, whilst the tourist sector is likely to require the occasional parcel load of deliveries. Although e-commerce is potentially useful in remote areas, any growth in delivery of internet shopping could lead to an increase in the use of small delivery vehicles.

7.1.13 Road transport dominates the distribution market nationwide, though rail has begun to break into it with the transit of refrigerators from the far North of Scotland to England, as well as distribution of food products on behalf of Safeway using inter-modal technology. Some preliminary trials of multi-modal distribution have been made by the Potter Group at Selby, which may offer useful experience to build upon.

7.1.14 The transport and distribution sectors operate lorries on behalf of major retailers and industries, with repackaging of goods undertaken prior to dropping at their final destination. Complex logistics planning is used to minimise empty running, enable back-loading of vehicles and minimise the number of vehicles, fuel and drivers required. These sectors have expanded operations in the County in recent decades. In particular, there has been a growth of distribution centres along the A1(M) axis, with particular concentrations at Leeming Bar and Boroughbridge. Sherburn-in-Elmet in Selby District has a new large development of freight distribution depots currently occupied by Eddie Stobart and Kwik Save.

The Future for North Yorkshire

7.1.15 The pressure for the freight industry to minimise transport costs is increasingly leading to the establishment of regional distribution centres and the concentration of activities in fewer centres. Where transport operators find it difficult to access areas they will tend to withdraw from them, and relocate elsewhere. If North Yorkshire is to remain industrially competitive it will be necessary to ensure freedom of movement of goods, whilst minimising the effects on the natural and built environments.

7.1.16 Heavy industry in the south of the County based on coal mining and power generation is in a state of flux. The future of the Selby Coalfield is inextricably linked to the local coal-fired power generating capacity at Drax, Eggborough and Ferrybridge Power Stations. Load factors at coal-fired power stations are facing an uncertain future as stricter environmental controls on emissions are introduced and the renewable energy sector gains ground. A special appraisal directed at the Selby District of North Yorkshire will consider the particular needs of the area following the reduction in heavy industry with the potential post-2006 loss of coal mining and power generation employment.

7.2 Current Situation

Road

7.2.1 Key constraints on freight distribution on the principal highway network result mainly from the inability of the bridges to take 40 tonne lorries. Elsewhere restrictions are enforced over areas or specific corridors/roads to prevent them being traversed by unsuitable vehicles. Where weight restrictions are imposed there is local consultation. In most cases where weight restrictions have been imposed there have been significant environmental improvement for local communities. However, it is important to note that the imposition of a limit can lead to increased heavy vehicle mileage, which in turn can lead
to greater levels of vehicle emissions, greater fuel consumption, extended drivers hours and overall increased costs to businesses. In some cases the local economy or individual businesses can be disadvantaged through lack of direct access.

7.2.2 The adverse effects of weight restrictions can extend over a large area. The A684 through Wensleydale now has higher levels of heavy commercial traffic as a direct result of weight limits imposed by Cumbria County Council on links through Kirkby Stephen.

Rail

7.2.3 The present rail network in North Yorkshire comprises trunk diesel or electrified routes (eg the East Coast Main Line); diesel worked secondary routes (eg the York-S carborough line, Settle-Carlisle railway); low standard rural routes (eg the Middlesborough-Whitby line); freight only routes (eg Skipton-Rylstone Quarry line); and privately-owned routes (eg Pickering to Grosmont operated by the North Yorkshire Moors Railway).

7.2.4 The ability of these routes to accommodate rail freight is constrained variously by line speed, gradient; line capacity (whether single track/multiple track, existence of pinch points); type of signalling used; current level of usage by freight and passenger services. Physical constraints such as tunnels, bridges, platforms and tight curves limit the size and length of trains able to work the route. In some cases a single bridge or other structure may represent the only restriction on the route. In such cases the cost of upgrading may not be particularly high. In other cases the complete route may require upgrading (eg the Whitby-Middlesborough line).

7.2.5 Railtrack has major plans for enhancement of the East Coast Main Line and the Settle-Carlisle lines within the County. The former will involve upgrading of the Northallerton on where the existing delays are a major cause of concern. The latter will involve further track relaying to accommodate the long distance haulage of coal from Scotland and the Clyde Port to the Aire Valley power stations.

7.2.6 Operational rail freight terminals are currently located at:

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>OPERATOR</th>
<th>CURRENT MOVEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swinden Quarry</td>
<td>Tarmac Potting</td>
<td>Aggregates</td>
</tr>
<tr>
<td>Selby</td>
<td>Group</td>
<td></td>
</tr>
<tr>
<td>Eggborough Power</td>
<td>British Power</td>
<td></td>
</tr>
<tr>
<td>Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drax Power Station</td>
<td>RJB Mining</td>
<td>coal</td>
</tr>
<tr>
<td>Gosforth Wood</td>
<td>RJB Mining</td>
<td>coal</td>
</tr>
<tr>
<td>Kellingley</td>
<td>Planters Ltd</td>
<td>coal</td>
</tr>
<tr>
<td>Heck</td>
<td>MoD</td>
<td></td>
</tr>
<tr>
<td>Redmire</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

7.2.7 In addition to these sites, disused rail freight sites exist at:

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>NATURE OF GOODS/OPERATOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scarborough</td>
<td>Oil (App/letons)</td>
</tr>
<tr>
<td>Seamer</td>
<td>Siding</td>
</tr>
<tr>
<td>Weaverthorpe (near Seamer) *</td>
<td>Steel</td>
</tr>
<tr>
<td>Knapp (near Malton) *</td>
<td>Malt/Groin</td>
</tr>
<tr>
<td>Whitby *</td>
<td>Port traffic</td>
</tr>
<tr>
<td>Redmire</td>
<td>Limestone traffic</td>
</tr>
<tr>
<td>Hessop (near York) *</td>
<td>MoD</td>
</tr>
<tr>
<td>Harrogate</td>
<td>Oil</td>
</tr>
<tr>
<td>Skipton</td>
<td>Siding</td>
</tr>
<tr>
<td>Selbyfield</td>
<td>Siding</td>
</tr>
<tr>
<td>Horton in Ribblesdale *</td>
<td>Aggregates</td>
</tr>
<tr>
<td>Ribblehead</td>
<td>Aggregates</td>
</tr>
<tr>
<td>Garsdale</td>
<td>Siding</td>
</tr>
</tbody>
</table>

Those sites marked with an asterisk are no longer connected to the railway network.

7.2.8 Railfreight services are operated by English Welsh and Scottish Railways, and Freightliner, including the valuable resource of the Enterprise’ wagonload network. No regular freight services currently operate along the York-Harrogate-Keels, the Middlesborough-Whitby, the York-S carborough and the S carborough-Hull lines.

Water Network

7.2.9 Water transport was once an important part of freight movement in the southern parts of the County, in
Selby District including, for example, the delivery of cocoa to the chocolate factory in York. There is still significant tonnage transported by water, for instance coal from Kellingley Colliery in West Yorkshire is transported to Ferrybridge Power Station using the Aire & Calder Navigation (Knottingley and Goole Canal). However, traffic has declined in recent years with some wharves and navigable channels falling into decay. The use of new water-based inter-modal technology has potential, however to allow water borne loads to travel as far north as Boroughbridge and Ripon on the Rivers Ouse and Ure.

7.2.10 Even more so than with rail transport the main factor holding back investment in the water transport network is the lack of a major customer who could take up the cause, lobby and even part-fund infrastructure improvements. An even greater problem is that in some cases improvements to the water network can cost many times more than it would for the equivalent length of road. This will make funding approval difficult, even allowing for the improved load bearing capability of water (a single barge can replace 10 lorries).

Current Freight Initiatives

7.2.11 Key initiatives currently being undertaken to minimise the environmental effects of freight transport include the following:

- Ripon “City Partnership” which is seeking to reduce the impact of the lorry in the City, with members drawn from the FTA, the Police, the Civic Trust, Action for the Disabled, Industry groups, the City Manager and Harrogate Borough Council;

- Craven District Council Quarries Liaison Group, focusing on particular problems with heavy goods vehicles carrying aggregates through Craven District and the Ribble Valley;

- North York Moors National Park timber partnership;

- Selby Waterfront Partnership, focusing on the promotion and development of the port area in Selby;

- Sugar beet partnership, focusing on the transit of raw sugar beet from south of York to the British Sugar facility in York;

- Planning conditions placed on the St Gobain glass works at Eggborough requiring that the use of rail haulage is reviewed on an annual basis;

- Intermodal rail-road operations at Selby provided by the Potter Group;

- Evaluation of the scope for rail freight services and network enhancements along the York to Scarborough line being undertaken by the County Council, City of York Council in partnership with the District Councils, Railtrack, EWS, Freight Transport Association and the Highways Agency; and

- The production of a Freight Strategy for North Yorkshire, drawing upon widespread consultation with transport network providers, freight operators, industry representatives, local government and the National Park Authorities.

7.3 Strategy

7.3.1 The people of North Yorkshire need easy and efficient access to goods and services. The businesses of North Yorkshire need to remain competitive. The communities of North Yorkshire deserve an environment that is not degraded by unnecessary freight movements. Nevertheless North Yorkshire needs lorries - if life is to function properly and rural communities are to survive. However the lorry can in some cases destroy the environment which it passes through.

7.3.2 The strategy addresses these issues and is in three parts:

- Demand management
- Modal shift
- Reduced impact of lorries
7.3.3 It is implicit in the strategy that providing for uncontrolled demand is not an option. If a supermarket, in considering the whole supply chain, decides that it is best for them to transport milk by lorry from Somerset to Scarborough, for example, this does not necessarily mean that it is a good thing (especially for those living along the A64).

7.3.4 As part of the Sustainable Distribution Strategy in its broadest sense, therefore, initiatives such as local farmers’ markets and the “Save our Market Towns” initiatives are fully supported. However, it must be recognised that such initiatives will have little direct impact in terms of reducing lorry movements. Such initiatives should be seen as part of a gradual, but necessary, process of increasing travel awareness of such issues as “food miles” (ie the length of journey food makes from supplier to table).

7.3.5 Support for modal shift to the more sustainable modes of rail and water is afforded a high priority although the overall impact on lorry movements in the County will, at least in the short term, be limited. Lorry transport, even under the most optimistic of modal transfer predictions, will continue to make up the vast majority of all freight movements within the County. High priority will therefore be afforded to mitigate their adverse environmental impact.

7.3.6 Allied to this network improvement a series of Partnerships are being set up to address the needs of particular industries in the County. These partnerships will provide a forum for addressing concerns raised both by those operating the goods vehicles and those inconvenienced by them.

7.3.7 The particular elements of the strategy are detailed below.

Lorry routing network database

7.3.8 A lorry routing database, accessible through the County Councils’ website, will identify the preferred through routes for lorries and feeder routes to allow access to rural and urban areas. Specification of the routes will be based upon continued consultation with the key operators and highway network providers within the County, building upon the current routing hierarchy adopted by both the County Council and the Highways Agency, as well as routing strategies adopted by the current freight partnerships in Ripon, the Yorkshire Dales, the North York Moors and British Sugar in York.

7.3.9 Information on commercial vehicle restrictions on the highway network will also be included. This web based resource will be produced in a format that makes it most usable to freight operators’ current route finding practice. It will also form a basis against which environmental weight restrictions can be assessed. Locations of lorry parking facilities will be displayed as will any time-based restrictions (eg bans on out-of-hours operations). Paper based maps will also be made available to hauliers unable to use the web-based services.

7.3.10 In addition to the highway network rail freight and inland waterway terminals will be highlighted in order to draw attention to the alternative modes available, as well as the appropriate access roads to such interchange points.

7.4 Revenue Implications

Freight Development Officer post

7.4.1 A new full-time Freight Development Officer post is being created to promote the lorry routing network and the alternative modes of rail and water and to liaise with those involved in the distribution industry.

Freight Quality Partnership (FQP)

7.4.2 Existing partnerships are being strengthened and new partnerships set up for the following commodity groups/urban areas:
- Aggregates (building upon the Craven District Council Quarries Liaison Network)
Section B

Group

- Rural farming issues
- Timber (covering both the National Park areas)
- Domestic and industrial waste
- Sugar beet (jointly with York City Council)
- Ripon urban area
- Harrogate/Knaresborough urban areas
- Sherburn in Elmet Industrial area

7.4.3 The composition of these groups will be similar to those already in existence and will take on board advice provided by the Freight Transport Association and DETR. They will act as both carrot and stick, with the output of the FQP helping to define the lorry routeing database, as well as persuading operators to adopt good practice schemes such as the “Well driven?” initiative. The stick measures from these partnerships will involve the imposition of lorry restrictions where agreement is reached that the routes involved are unsuitable for lorries beyond a certain size, with such bans displayed within the lorry routeing database.

Rail route audit

7.4.4 In view of the expressed concerns about the ability of rail to carry loads from any point of the network, an audit will be carried out of the existing rail lines in the County to identify if infrastructure limitations, as well as possible sites where new or existing rail freight sites may be developed. This audit will be undertaken in liaison with both Railtrack (which holds infrastructure data) and the Strategic Rail Authority; which is currently undertaking its own review of potential rail freight sites.

Assistance with rail freight grant applications

7.4.5 The Freight Development Officer will advise on and provide support for applications for both Freight Facilities and Track Access Grants and will have a budget of £25,000 per annum to support small scale schemes. This will support schemes involving limited infrastructure provision, e.g. a contribution towards the costs of hard standing next to an existing running line. The Strategic Rail Authority will be consulted on the best way to direct such small scale funding.

Positive promotion of rail and water freight

7.4.6 The rail freight strategy will build on the publication “A Guide to Rail Freight” (April 1999) produced jointly by Railtrack, EWS, Freightliner and Direct Rail Services. Additional documentation will be produced and seminars held to promote rail and inland waterway freight. Such promotion will focus on those most likely to gain from the use of rail or water, and initially be-

- Timber growers in the North York Moors and Yorkshire Dales;
- Aggregate producers in the Dales and the Vale of York;
- Industrial concerns in the Harrogate, Seamer/Scarborough and Selby/Eggborough areas.

7.4.7 The information and seminars will be developed jointly with EWS, Railtrack and the British Waterways Board, with their input assumed to be provided without cost. The Freight Development Officer will act as facilitator.

Rail Corridor Demand Assessment Studies

7.4.8 The work already carried out in the York to Scarborough rail corridor to identify potential demand and the infrastructure requirements for the route will be further developed. Similar assessments will be carried out for the East Coast Main Line and the Middlesbrough to Whitby route. The studies will address the following:

- Identification of potential rail freight sites
- Analysis of potential rail freight demand from shippers located along
the corridors

- Assessment of any infrastructure limitations
- Development control/land use planning

7.4.9 In order to protect rail freight sites from any future development which may preclude the reinstatement of such facilities, an assessment of the current state of the former rail infrastructure, the cost of reinstatement and the current land ownership will be carried out for the following routes:

- Malton - Pickering (ongoing in financial year 2000-2001)
- Northallerton - Harrogate (via Ripon)
- Redmire – Garsdale (Wensleydale line)
- Extension of freight line from Skipton to Swinden Quarry onto Threshfield Quarry
- Re-connection of the branch line from Bolton Abbey to Embsay
- Re-connection Horton Quarries and provision of facilities for other Ribblesdale Quarries

7.4.10 The results will inform the planning process of the need to protect these former rail routes from development as well as provide indicative cost estimates for re-opening of the rail line.
Causal Chain
Sustainable Distribution

SUSTAINABLE DISTRIBUTION STRATEGY

KEY
- THEME (Measure)
- EFFECT (Outcome)
- TRANSPORT OBJECTIVE
- MONITORED

OBJECTIVE 4: To minimise the adverse impact of traffic on the environment, particularly with regard to noise & pollution.

OBJECTIVE 7: To facilitate opportunities for economic regeneration, growth and the sustainable movement of goods.

- Promote use of local goods & services
- Reduce freight mileage
- Improve access to efficient rail & water network
- Transfer of freight to rail or water
- Fewer lorries on roads
- Improved lorry routing information
- Less use of unsuitable roads
- Freight Quality Partnership
- Improved understanding between operators, business & public
Section B

TRAVEL AWARENESS

8.0 TRAVEL AWARENESS

This strategy seeks to contribute towards the achievement of the following LTP objectives:

| To promote social equality by providing genuine choices of travel mode which meet the travel needs of the socially and physically disadvantaged. |
| To minimise the adverse impact of traffic on the environment, particularly with regard to noise and air pollution. |
| To facilitate opportunities for economic regeneration, growth and the sustainable movement of goods. |
| To limit traffic growth by minimising the need to travel and developing alternative non-car travel modes. |

8.1 Problems and Opportunities

8.1.1 The predominantly rural nature of the County creates genuine barriers to the implementation of some alternatives to car transport. As a result of these barriers there is a risk that some people in the area have a perception that the need for sustainable transport does not apply to them.

8.1.2 Assessment of the current position on school travel shows a range of patterns that defies generalisation. In some schools (such as Bullamoor Junior School in Northallerton) there are almost 100% of children travelling on foot. Conversely some rural schools have only 13% of children living within three miles radius and are therefore dependent on car or bus.

8.1.3 One dominant issue in promoting school travel is that schools are suffering considerable overload of initiatives and consultations. Some schools refuse to participate actively in measures that do not directly affect their league table performance or OFSTED results. The number of schools and the size of the County preclude approaches that rely too much on visits to every school.

8.1.4 A similar difficulty applies when it comes to convincing businesses. North Yorkshire has few large businesses, with less than a dozen private sector sites having more than one thousand staff. Small and medium enterprises tend to be more dominated by day to day business concerns rather than the strategic thinking necessary for Green Travel Plans.

8.1.5 The relatively new start in this important area being made by the County Council provides an excellent opportunity to mount a major awareness-raising campaign. This can proceed in the knowledge that the risk of dilution due to mixed-messages from previous campaigns will be minimal.

8.1.6 It is proposed to make more emphasis on the advantages of reducing car use rather than being too “critical” of those who do use their cars. This is in keeping with standard campaign strategies that do not “punish the victim”. It also recognises that although the disadvantages of pollution and congestion are not as high as in some cities this in itself is a feature of the County that is important to protect and to foster.

8.2 Current Situation

School Travel

8.2.1 Few schools in the County have yet seen the need to have a travel plan, though there are some good examples of action already being taken.

8.2.2 The most important of the individual measures that collectively make up a School Travel Plan is the Safe Routes to School Initiative. This has been run successfully in the County for a number of years and has established itself as a “brand” which has brought many benefits. This success will be built upon and developed into School Travel Plans. The term “Better Ways to School” will be adopted as a more fully embracing brand over the coming years.
8.2.3 School bus transport services are of particular importance in the County and are subject to regular scrutiny and review. This review process now includes consideration of reducing car dependency. School Travel Plan surveys incorporate investigation of the walk component of the school bus journey and seek to establish why some eligible pupils use modes other than provided-bus transport. The diagram below shows how the various elements of school travel are brought under the umbrella of a “School Travel Plan”.

**SCHOOL TRAVEL PLAN**

**SCHOOL BUSES**

**TRAVEL AWARENESS**

- Alternatives to the car
- Safe Routes to School
- Walk to School

**ROAD SAFETY**

**Day to Day** Approaches to Schools

Encouraging children to walk to school safely and healthily
8.2.4 The County Council currently uses the Casualty Reduction Targets set by the Government in 1987 and prioritises its work in relation to the personal accident saving potential of individual proposals. Local road safety officers, in the course of their regular contact with schools, have made specific requests for suggestions regarding improvements that can increase the attractiveness and security of school travel. These requests exceed current budget availability and have to be prioritised.

8.2.5 The County Council is currently undertaking a major review of its cycling awareness programme, and has been piloting pedestrian training in a number of schools. The recent publication of good practice guidelines will form the basis for extending pedestrian training.

8.2.6 A 20 mph speed limit is being introduced in the County when the criteria recently established are satisfied. Typical locations are roads fronting schools.

8.2.7 Regular meetings are held with bus operators and relationships with the Police are well established and long-lasting. Train operators are also involved, especially in the considerable degree of cross-border pupil commuting between Leeds and Harrogate. Health benefits have been revealed, through County Council surveys of schools, to be one of the key benefits of school travel plan initiatives and the intention is to build on this in association with the Area Health Authority Health Improvement Plans. The large number of school buses operated in the County means that there is a long standing relationship with County Education Officers.

8.2.8 One of the most successful campaigns organised in County schools is the Walk to School Week. Its success is a direct result of joint working with schools and has formed part of a regional initiative supported by the European Union. This includes co-operation with neighbouring authorities and monitoring by Leeds University. Regional walk to school material includes a website being developed, in association with Northallerton College, aimed at parents and schools emphasising the environmental benefits of non-car use.

8.2.9 The “Crucial Crew” initiative held each summer in the County involves 10,000 young people in a fortnight of fun events that includes strong environmental themes that in coming years will include the TravelWise message. The Road Safety Education Plan includes the use of a theatre in education company to promote positive messages about walking. A local poet has successfully run workshops on road safety as part of literacy hour and will be commissioned to tackle car dependency issues. District Council Environmental Health Officers are encouraged to monitor pollution outside schools before and during target campaigns.

8.2.10 School Governors are an important source of partnership in school travel. Encouragement has been given to a Governor-led initiative in Thirsk to tackle transport problems there, which has provided guidance on how it could be extended to other areas. Parent Teacher Associations are an important contact point and have been used at the Saltergate Infants, Woodlands, Harrogate and many other schools across the County.

8.2.11 A comprehensive analysis of all transport issues associated with schools in the Catterick Garrison area commenced during 2000. The Ministry of Defence has recently constructed a comprehensive network of cycleways that provide connection to each of the Primary Schools in Catterick Garrison. The County Council has included in the programme for 2000/2001 an extension to this cycle network to connect to Risedale Community College.

8.2.12 The County has five Rural Community Transport Officers funded by the
Countryside Commission. An important part of their work is to bring together local groups, including the Employment Services which has facilitated initiatives such as providing bus passes and even bicycles, to increase access to work in Scarborough and Selby.

8.2.13 The preferred approach, wherever possible, in all school sectors is to “train the trainers”. To this end Nursery School teachers are given training in how to encourage safe walking practices in Belmont Berklands, Ashfield College and Harrogate Ladies College.

8.3 Green Travel Plans (GTPs)

8.3.1 Assessment of the current position shows car travel to work at 61% which is higher than the national average. However, walking at 18% is well above, and cycling is marginally above average figures.

8.3.2 The commitment of the County Council towards activity in this area can be seen in the recruitment, in January 2000, of a full-time Travel Awareness Officer. This complements substantial activity already underway in the National Parks and Districts, most notably Harrogate. A database has been assembled of every business in the County employing more than 50 people, which is being used to target resources most effectively.

8.3.3 As part of a detailed study on the needs for local bus services in the County, large businesses have initially been approached to establish travel to work requirements. These include Northallerton Friarage Hospital, MAFF, Barkers Department Store, Utility International (York Trailers) and BT. The latter two organisations however declined to participate in the study.

8.3.4 Local Councils are actively promoting all forms of public participation. This includes business forums being set up across the County. Public Transport operators are included in these meetings. The County’s Travel Awareness Officer has addressed the Leeming Bar Industrial Estate forum on the subject of GTPs and is working with landowners and agents at other sites. Ultimately, the employers will run these for themselves, though with County Council input.

8.3.5 The Transport White Paper set a target for Government Departments to have plans in place for all their Headquarters buildings by March 1999, and for all other key buildings by March 2000. These will be separately monitored and encouraged, as will Health Authority premises.

8.3.6 The Green Breakfast meetings organised by the County Council’s Economic Development Department are another important opportunity being used to promote travel awareness. The Rural Bus Initiative also serves to bring together business and bus operators.

8.3.7 The GTP questionnaire developed by the County Council includes specific reference to public transport improvements in a format that will be of direct relevance to transport operators.

Links to Other Initiatives

8.3.8 The County Council’s Travel Awareness Officer has responsibility for GTP and School Travel Plans. Joint working is an important part of the approach. Initiatives therefore target awareness building activities at the whole family. The County Council takes an active part in initiatives such as cycle to work week and is to link up with the SMMT campaign “Stop Fuming” to offer free tune-ups of company vehicles in the GTP target areas.

8.3.9 The development of a walking strategy is described elsewhere in this LTP and this includes reference to the work trip. Walking is an often-neglected mode of transport, particularly for the work trip, and yet walking to work levels in North Yorkshire are 50% higher than the national average. Part of the questionnaire provided by the County Council for use by companies includes a section specifically aimed at
determining where improved facilities are needed, and these will be given a high priority when allocating traffic management budgets.

**Green Transport Plans for County Hall**

8.3.10 The County Council has already completed a survey of its own staff's existing travel patterns to County Hall in Northallerton on which included requests for staff suggestions on measures to encourage them to switch modes. As a direct result of this, a car-share scheme has been implemented with a database accessible via the Intranet.

8.3.11 Up to date public transport information has been made available to all staff and a review of cycling facilities has taken place with recommendations drawn up for improved cycle parking and a link to the Northallerton Cycle Route network.

8.3.12 As important as individual measures, a GTP Working Party has been set up as part of an ongoing review of environmental working practices (similar to EMAS or ISO 14001). This meets regularly and includes representatives of all Council Directorates. This facilitates monitoring of progress towards the targets set. The targets are to reduce current single-occupant car travel to work by 20% to maintain walking at current (high) levels and to double cycling and public transport use by 2003.

8.4 Strategy

8.4.1 It is a well-known psychological phenomenon that people will not make major changes until they themselves are ready to do so. Studies of giving up smoking have shown that any change which is forced upon people before they are ready stand least chance of influencing behaviour. The introduction of a change in travel behaviour for a school or business (as for individuals) is a staged process. The process of change from awareness, through appreciation, to action is shown below diagrammatically. This demonstrates the objectives to increase awareness of the need to reduce car usage to every single resident. As this is achieved, actual change will follow on with instigation and facilitation rather than constant intervention.

---

**Diagram to Show Scheduled Progress of Travel Awareness Campaign**

<table>
<thead>
<tr>
<th>Year</th>
<th>Action</th>
<th>Awareness</th>
<th>Appreciation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2003</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2005</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
8.4.2 In such a specialist area it is recognised that substantial input will be required from experts in behavioural studies and marketing. The intention is to create a major campaign that will help make a difference in the County. Models for this might be Glasgow’s campaign Miles Better which had significant success in the 1980s or more recently the designation of Leicester as “Environment City”. A provisional working title for this is the “Clean Air County” campaign though the exact title will be chosen by specialists (or public competition). Where appropriate this will bring together and build upon the School and Green Travel Initiatives.

8.4.3 A key feature of the strategy is that it aims to maximise environmental benefits whilst at the same time serving the interests of local schools (by boosting SATS results) and local businesses (by improving efficiency).

School Travel

8.4.4 During the Plan period the term “Better Ways to School” will be introduced as a “brand” that schools can identify with. Similarly, the Plan will adapt to the ever changing nature of modern education. Advances in the concept of “Citizenship”, for example, may mean that travel will be incorporated into a wider consideration of school/community impact.

8.4.5 The aim is to instil among the children of North Yorkshire a sense of community awareness that recognises the need for a reduction in car dependence. This awareness should then be carried through into adult life, thus improving the environment and the health of the community.

8.4.6 The aim of the strategy is to reach 100% of schools within the first year of the transport plan operation. This exercise is specifically targeted at first informing schools about the overall aims of a School Travel Plan, and then discovering from them exactly where they feel the need for more guidance. From the feedback targets will be developed that build on the strengths of the most advanced schools and target those who have made least progress.

8.4.7 A specific number of schools will initially be targeted in order to maximise the benefit of the efforts being made and to provide synergy with other initiatives. Willingness to participate will, as per DETR guidance, also be a criteria in the early stages.

8.4.8 Groups of schools have already been identified in Northallerton, Scarborough and Sherburn in Elmet. All schools in Harrogate will be contacted this year regarding School Travel Plans. An initiative to identify ways of reducing car travel to four schools at Sowerby has commenced with the issuing of a questionnaire aimed at discovering the needs of parents and pupils. This will act as a pilot for a countywide consultation exercise which will follow. Measures which are identified through this process will be fully assessed and where practicable implemented.

8.4.9 It is an essential part of the County Council’s Strategy to integrate school travel and other measures. The Cycling Strategy includes direct connection to the Allertonshire School in Northallerton and the cycle proposals in Sherburn and Scarborough will feature links to schools and assistance in the provision of cycle facilities. Harrogate College is developing a Staff Travel Plan that will take full advantage of the nearby cycle network.

8.4.10 A major lifestyle change is a good opportunity to break dependencies of all types. A Starting School leaflet issued to the parents of all children starting school for the first time already promotes walking. When next updated this will feature an even stronger message on the need to reduce car dependency in pupils and in the parents themselves.

8.4.11 Ultimately, the aim of the County Council’s work with schools will be to...
explore the full impact of a school on the wider community. Litter and noise, for example, could be included in a full School Impact Assessment and some Harrogate schools are already piloting this approach.

8.4.12 The DETR guidance on School Travel Plans includes the clear message that it will be more effective to work in partnership with other interested parties. OFSTED also require some evidence of wider community appreciation, although this is not yet sufficiently critical to the inspection process to elevate transport in teachers’ priorities. The Travel Awareness Officer has consulted OFSTED and will produce a guide to exactly how North Yorkshire Schools can improve inspection results through travel activities. Nationally available material on walk to school and literacy hour will be given to interested schools and the production of complementary material for North Yorkshire will be investigated.

8.4.13 The independent sector is included in the targets outlined above. Joint use of Theatre in Education initiatives has already taken place and this will be developed.

Green Travel Plans

8.4.14 The aim is to encourage all businesses in North Yorkshire to recognise the need to do whatever they can to optimise business and energy efficiency. A further aim is to use the collective power or group behaviour to produce a change in attitude towards car dependency in North Yorkshire.

8.4.15 The County, District Councils and the National Park Authorities have formed a Travel Awareness Liaison Group. An important aim of this Group is to share and increase knowledge and expertise which can then be made available to support local businesses.

8.4.16 In subsequent publications Green Travel Plans will be re-titled “Travel Plans” to reflect their all-embracing approach.

8.4.17 The strategy recognises the current baseline position in that few, if any, businesses in the County have so far seen the need to have a Travel Plan. As with schools it is recognised that the introduction of a change in travel behaviour for an organisation is a staged process, the process of change being from awareness, through appreciation, to action.

8.4.18 The targets are based on a phased approach. The initial focus of County Council involvement will be on the promotion of the benefits to organisations and to explain to them exactly what is meant by a GTP. Encouraging partnerships and interactions will follow and the final phase will be facilitating implementation.

8.4.19 Major sites to be targeted include the largest Employers: Skipton Building Society, Thircon, Barkers Department Store, Eggborough & Drax Power Stations and County and District Councils. The Hospital and a major Government Office in Northallerton (MAFF) have already accepted an invitation to join in the County Council’s car-share database service.

8.4.20 One innovative feature of the strategy is that even very small rural businesses will be encouraged to adopt GTPs. These will initially be targeted in clusters, such as along principal corridors. The A170, for example, is a key corridor for a range of improvements described elsewhere in this Plan. Every business within six miles of this route will be approached with a view to encouraging joint working and participation with public transport operators.

8.4.21 The North Yorkshire Cycling Strategy has now been adopted as County Council policy. Already physical measures are being implemented to improve conditions for cycling from Brompton to Romanby and in Sherburn in Elmet, Scarborough and Harrogate. The cycle routes have been specifically routed to serve areas of locally high
employment and contact has been made with employers such as the Northallerton Prison and Broadacres Housing Association with regard to improving provision of cycling facilities. As an example of linkages to the walking strategy, a proposal is in place to improve footway connections to the Wensleydale Creamery, an important employer in Hawes.

8.4.22 North Yorkshire is an active member of a work package on Green Travel Plans in a joint Yorkshire and Humberside project known as TARGET, which is supported by the EU as part of the Interreg programme. This involves regular meetings to exchange ideas and improve working practices and includes a research component being developed by Leeds University. An important part of promoting GTPs in a rural area is to gain a full understanding of the issues surrounding sustainable transport needs and capabilities in rural areas. All of the available literature and guidance focuses on urban areas. The County Council wishes to be informed of and involved in basic research on this issue and will approach relevant DETR Departments accordingly.

8.4.23 Catterick Garrison has recently seen the introduction of approximately £1m of improvements aimed at encouraging cycling and walking to work and to school. This will be monitored closely and used to guide other, less costly, projects.

8.4.24 North Yorkshire Health Authority is fully committed to a Health Improvement Programme that aims to draw together all relevant authorities which will have some influence on public health. The County Council is an active participant in this initiative and discussions have already commenced, with all of the Councils in the area to produce a joint statement of how they can become involved. Everything possible will be done to maximise the synergy of effort and interests.

8.4.25 North Yorkshire is a member of the national TravelWise Association and has regular contact with other groups in the region and elsewhere. Specific contact has also been made with Leeds and with Teesside Authorities with regard to the issue of cross-border commuting. Another cluster to be considered is based not on the destination of work trips but on their origin. Many of the County’s villages are attractive locations for commuters working in Teesside or West Yorkshire. Tailored campaigns will be developed for those specific problems.

Links to Development Control

8.4.26 As recommended in draft PPG 13, the County Council will move towards requiring major applications to submit a full Transport Assessment instead of the existing Traffic Impact Analysis. Arrangements are already in place for the Travel Awareness Officer to be involved in the development control process. Initially, for larger companies, this will include a personal consultation by the Travel Awareness Officer.

8.5 Levels of Funding

8.5.1 This Local Transport Plan marks the beginning of a major initiative increasing awareness of travel choices in North Yorkshire. The Plan recognises that many authorities in other (mainly urban) areas are currently further advanced in their efforts.

8.5.2 The amount of funding sought is based on the need to “catch up” with other authorities and to counteract the practical difficulties inherent in this particular County. An initial start-up cost of £100k is required to create a campaign suitably tailored for use to promote travel awareness in businesses and schools.

8.5.3 After the first year annual expenditure for school travel of £50k per year will be needed to cover ongoing promotional activities and to help with the start-up costs of the Better Ways to School campaign. Funding of school related safety schemes and school bus transport is contained elsewhere in
the Local Transport Plan. The funding estimate is based upon an assessment of local needs, is in line with national averages revealed in research by Westminster University, and recognises the particular difficulty of contacting 450 schools across England’s largest County.

8.5.4 Recent behavioural research has shown that targeting businesses and organisations can be a very important part of changing attitudes to deep-seated habit behaviour such as car dependency. Individuals are more likely to change if they perceive that they are part of a group movement and will be demotivated if other people around them are not “doing their bit”. After the initial start up investment an annual sum of £50k per year will enable a substantial campaign to be mounted in order to change attitudes and develop a key thematic message for the public to latch onto.

8.5.5 A more modest sum of say £25k per year for School and £25k for Green Travel Plans would enable a preliminary approach to be made. This would keep the topic of travel awareness in peoples’ minds, but would be unlikely to result in a substantial change in attitude.

8.5.6 In costing travel awareness activities, due recognition has been given to the fact that this is an essential and integral part of almost every component of the County Council’s capital bid. Cycling facilities, for example, will need complementary measures to encourage their use. The utility of Park and Ride sites will be greatly enhanced if people accept the wider benefits of using them.

8.5.7 The proposed budget for Travel Awareness represents around 2% of the budget allocation for capital schemes. In recognition of the benefits offered by a cost-sharing and a coherent approach, these amounts are presented as a separate item.
**Causal Chain**

**Travel Awareness**

1. **Objective 1:** To promote social equality by providing genuine choices of travel mode which meet the travel needs of the socially & physically disadvantaged.
   - **Introduction of school travel plans**
   - **Increased awareness of need to reduce car dependency**
   - **Health & social benefits**
   - **Better viability of options for those without cars**

2. **Objective 2:** To limit traffic growth by reducing the need to travel and developing alternative non-car travel modes.
   - **Reduction in car use**
   - **Increased use of public transport & car-sharing in use of local services**

3. **Objective 3:** To minimise the adverse impact of traffic on the environment, particularly with regard to noise & pollution.
   - **Increase in use of local services**
   - **Increased use of cycling & walking**

4. **Objective 4:** To facilitate opportunities for economic regeneration, growth and the sustainable movement of goods.
   - **Introduction of Green Travel Plans in business**
   - **Improved business efficiency**
9.0 TRANSPORT AND THE ENVIRONMENT

This strategy seeks to contribute towards the achievement of the following LTP objectives:

- To minimise the adverse impact of traffic on the environment, particularly with regard to noise and pollution.
- To limit traffic growth by reducing the need to travel and developing alternative non-car travel modes.
- To reduce the number and severity of casualties arising from road accidents in the County.

9.1 Problems and Opportunities

9.1.1 There is growing concern about the impact of transport on the environment and its impact on human health. Increases in traffic volumes and speeds affect the quality of life for the County’s residents, workers and visitors. Motorised traffic affects the global as well as the local environment. It is one of the fastest growing sources of greenhouse gases, increasing levels of which are now believed to be a cause of rising global temperatures. The United Nations Framework Convention on Climate Change (1992) concluded that emissions of greenhouse gases, in particular carbon dioxide, pose a serious threat to the Earth’s environment.

9.1.2 The Government’s Draft Climate Change UK Programme (March 2000) identifies the transport sector as the third largest source of carbon dioxide emissions in the UK. Road traffic accounts for nearly 90% of transport related emissions. Road traffic forecasts and energy consumption forecasts indicate that unless corrective action is taken there will be further substantial increases.

9.1.3 The UK has a domestic pledge to cut greenhouse gas emissions by 21.5% below 1990 levels by 2010. This is 9% above the internationally binding target set at the 1997 Kyoto Summit on Climate Change. The achievement of these targets will require a dramatic change in attitudes and a reversal of past trends if the required reduction of carbon dioxide emissions in the atmosphere is to be achieved.

9.1.4 Transport also affects the atmosphere at a more local level. Motor vehicles emit a wide variety of pollutants, including nitrogen dioxide, carbon monoxide and particulates. These emissions can cause localised pollution “hot spots” which are widely recognised as having a direct and detrimental effect on human health, including respiratory problems such as asthma and bronchitis.

9.1.5 For a significant number of people in the UK, transport is the most intrusive source of noise, particularly where there is heavy traffic or a particular type of road surface in use. Although traffic noise levels will not normally be enough to cause hearing damage, they can under some circumstances be very intrusive and stressful.

9.1.6 Transportation and associated infrastructure can have a detrimental impact on the visual and physical environment involving land take and loss of both habitat and tranquillity. In many situations additional road construction and improvements to existing roads would not provide the most appropriate response. Traffic and demand management, traffic calming and small scale safety improvement works will often represent a more appropriate response in many situations. Nevertheless it is considered that selective highway construction and improvements can occasionally be justified, particularly where it would relieve communities of large volumes of heavy and through traffic, reduce injury accidents, free up road space to permit the introduction of public transport priority measures, reduce congestion and channel traffic.
onto suitable routes, assist conservation of historic settlements and, where appropriate, assist economic regeneration.

9.2 Strategy

9.2.1 There is no single strategy applicable to all parts of the County. The approach to problems faced in the rural areas is likely to be different in many instances from that appropriate in the two main urban areas of Harrogate and Scarborough. The specific measures adopted in each Policy Sub-Area are detailed in their respective sections of the Plan.

9.2.2 The strategy seeks to curtail both air and noise pollution by limiting vehicular disturbance. In addition to the following specific measures, a number of complementary measures are set out elsewhere in the Plan. These aim to reduce dependency on the car, promote public transport, encourage walking and cycling. Other initiatives directed at reducing the need to travel will assist in this process.

Air Quality

9.2.3 Nationally in 1996 transport accounted for around two thirds of all national emissions of four of the eight pollutants for which objectives have been set in the National Air Quality Strategy; namely benzene, 1,3-Butadiene, carbon monoxide and lead. There have been, and will continue to be, significant reductions in these emissions. Measures already in place to reduce them are expected to ensure that even the proposed revision to these objectives set out in the DETR’s “The Air Quality Strategy for England, Scotland and Wales and Northern Ireland” published in January 2000 will be met across the UK.

9.2.4 The major concerns in respect of local traffic impact on air quality relate to nitrogen dioxide and particulate matter (PM10) emissions.

9.2.5 The District Councils within the County are responsible for undertaking the Review and Assessment of Air Quality.

The County Council works closely with the District Councils and is represented on the North Yorkshire Air Quality Liaison Group which includes all the District Councils and representatives of the Health Authority and the Environment Agency. The County Council provides information on traffic volumes to enable the District Councils to carry out their review and assessment.

9.2.6 The District Councils have all completed Stage 1 of the Air Quality Review and Assessment. This examines present and potential future air quality; assesses air quality in relation to the requirements of the National Air Quality Strategy and makes recommendations regarding subsequent management of air quality within the District. The main objectives at this stage were to identify the principal sources of pollutant emissions affecting air quality; to indicate whether present and predicted future air quality is likely to comply with the National Air Quality Strategy and to identify those pollutants that require further review and assessment.

9.2.7 In carrying out the above assessment, account was taken of existing and predicted traffic flows as well as planned/potential development which have the potential to significantly increase traffic flow.

9.2.8 The work carried out to date has identified a number of potential pollution “hot spots” in the County in relation to the pollutants concerned. These sites are listed in Table 9.1 which also identifies the traffic and demand management measures to be implemented in the next five years. Work is ongoing to investigate these hot spots. These investigations may lead to the designation of Air Quality Management Areas. Until such time that this next stage is completed it is not possible to be certain whether any of these sites will need to be specifically targeted with measures over and above those already identified in order...
### TABLE 9.1 - POSSIBLE TARGETED AREAS

<table>
<thead>
<tr>
<th>POLICY AREA</th>
<th>LOCATION</th>
<th>PM₁₀</th>
<th>NOₓ</th>
<th>TRAFFIC AND DEMAND MANAGEMENT MEASURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>AREA 1</td>
<td>A59 Bilton Railway Bridge, Harrogate</td>
<td>*</td>
<td>*</td>
<td>Harrogate Park and Ride.</td>
</tr>
<tr>
<td>Harrogate,</td>
<td>A61 Crown Hotel, Harrogate</td>
<td>*</td>
<td>*</td>
<td>Implementation of cycling strategy.</td>
</tr>
<tr>
<td>Knaresborough and Ripon</td>
<td>A59 Skipton Road, east of Knox Avenue, Harrogate</td>
<td>*</td>
<td>*</td>
<td>Car parking to displace long stay parking.</td>
</tr>
<tr>
<td></td>
<td>A61 Almstead Bank, Leeds Road, Pannal</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A61 Ripon Road (Jennyfield to Duchy Road)</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A661 Wetherby Road nr Sainsbury’s</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A663 Wetherby Road (Woodlands Corner)</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A168 Dishforth</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A1(M) Old Forest Farm, Overbridge</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A1 Opposite Dishforth Airfield</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A58 Between Goldborough Junction</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A61 North of Killinghall</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A658 SW of B6163 Junction Knaresborough</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A59 West of A1 at Flixby Covert</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A59 Empress Corner to Knaresborough</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A59 Empress Corner, Harrogate</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A61 West Park south of Victoria Avenue, Harrogate</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A61 Station Parade, Harrogate</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A61 Ripon Road Killinghall (towards Ripon)</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>High Street, Knaresborough</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bond End, Knaresborough</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Briggate, Knaresborough</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Law Skellgate, Ripon</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>High Skellgate, Ripon</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Water Skellgate, Ripon</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td>AREA 2</td>
<td>A64 MUSTON BANK – to town centre</td>
<td>*</td>
<td>*</td>
<td>Scarborough Park and Ride.</td>
</tr>
<tr>
<td>Scarborough</td>
<td>A165 Filey Road (Queen Margaret Junction to town centre)</td>
<td>*</td>
<td>*</td>
<td>Cycling Initiatives.</td>
</tr>
<tr>
<td></td>
<td>A169 Stepney Road – to town centre</td>
<td>*</td>
<td>*</td>
<td>Car parking policy to displace long stay parking.</td>
</tr>
<tr>
<td></td>
<td>A170 Scolby Road (Hospital to town centre)</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Northway</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Valley Bridge Road</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Eastborough</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td>AREA 3</td>
<td>A64 Corridor</td>
<td>*</td>
<td>*</td>
<td>Trunk Roads (Highways Agency)</td>
</tr>
<tr>
<td>Selby</td>
<td>M62 Corridor</td>
<td>*</td>
<td>*</td>
<td>Trunk Roads (Highways Agency)</td>
</tr>
<tr>
<td></td>
<td>A63 Selby Town Centre</td>
<td>*</td>
<td>*</td>
<td>Trunk Roads (Highways Agency)</td>
</tr>
<tr>
<td></td>
<td>A1(M) Diversion</td>
<td>*</td>
<td>*</td>
<td>Selby Bypass</td>
</tr>
<tr>
<td>AREA 4</td>
<td>Bagdale/Church Street, Whitby</td>
<td>*</td>
<td>*</td>
<td>Whitby Traffic Management Strategy</td>
</tr>
<tr>
<td>North York Moors</td>
<td>A170/A169 Junction, Pickering</td>
<td>*</td>
<td>*</td>
<td>Public Transport Improvements</td>
</tr>
<tr>
<td>AREA 5</td>
<td>Yorkshire Dales/ Nidderdale</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td>AREA 6</td>
<td>Central</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td>AREA 7</td>
<td>A64 Corridor</td>
<td>*</td>
<td>*</td>
<td>Trunk Road (Highways Agency)</td>
</tr>
<tr>
<td>A64 Corridor</td>
<td>Butcher Corner, Malton</td>
<td>*</td>
<td>*</td>
<td>Implementation of cycling strategy</td>
</tr>
<tr>
<td></td>
<td>Pickering Roundabout</td>
<td>*</td>
<td>*</td>
<td>Public Transport Improvements</td>
</tr>
<tr>
<td>AREA 8</td>
<td>A59 West of Skipton</td>
<td>*</td>
<td>*</td>
<td>Skipton Traffic Management</td>
</tr>
<tr>
<td>A65 Corridor</td>
<td>A6131 High Street, Skipton</td>
<td>*</td>
<td>*</td>
<td>Strategy</td>
</tr>
<tr>
<td></td>
<td>A6131 Keighley Road, Skipton</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A6068 Main Street, Crosshills/Glaisburn</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>B6172 Station Road, Crosshills</td>
<td>*</td>
<td>*</td>
<td></td>
</tr>
</tbody>
</table>

* Information not available
* No areas identified
to achieve the overall objectives to comply with the Air Quality Regulations.

9.2.9 In the medium to long term the County Council recognises that the land use planning system has an integral role in improving air quality. The adopted North Yorkshire County Structure Plan seeks to promote sustainable patterns of development and growth by directing most development to the larger urban areas, market towns and other towns and to a number of larger service villages. High priority is given to assessing the environmental and sustainability implications of decisions which affect development planning and transport.

Noise Pollution

9.2.10 The County Council recognises the potential impact of transport on noise levels and is developing a partnership approach with the District Councils who through their Environmental Health function are responsible for monitoring noise nuisance.

9.2.11 Through the design of new roads or road improvements, the County Council ensures that any adverse noise impacts are mitigated as far as possible. The use of proprietary materials, such as noise reducing surfaces, are now integral to the design process together with the use of bunds and noise fences.

9.2.12 Low noise surfaces will be used in urban areas, where appropriate, as part of the County Council’s maintenance programme.

9.2.13 There are, of course, a number of other environmental impacts of traffic (and traffic growth). These include impact on bio-diversity (through the effect of damage or disturbance to species), visual (i.e. sensory) impact, secondary environmental impacts as, for instance, road construction which requires non-renewable resources.

9.3 Specific Measures

9.3.1 In addition to the measures already outlined, the LTP strategy includes a number of specific measures designed to reduce the environmental impact of traffic:

- **Gateways to Protected Areas**
  Gateways to special environments will be introduced in order to raise driver awareness of the need to reduce speed and drive in a more responsible way once inside the special environment of a National Park or other environmentally sensitive area. A series of carefully designed Gateways will be introduced, built in appropriate materials. Road markings, strips, signage and possibly road narrowing will be used where applicable.

- **Development of a Quiet Roads Network**
  In many areas of the County there is significant pedestrian, cycling or equestrian usage of minor roads. Unfortunately this leads to a conflict with other road users. Using the Countryside Agency’s criteria for the development and protection of these roads, a network of quiet roads is being developed. On these routes motorised traffic will be discouraged and/or traffic calmed. The aim is to apply a variety of appropriate signage and traffic management techniques to enable quiet roads to be used with confidence by a variety of non-motorised users while at the same time respecting the needs of disabled motorists and others requiring local access by car.

- **Urban Areas and Market Towns**
  The scale of development in and around the main urban areas and market towns has increased considerably in recent years. This has led to increased traffic flows and associated impacts. In many areas there is considerable conflict between pedestrian and traffic. A series of measures is being introduced to tackle congestion and improve safety. These include the development of pedestrian priority areas, environmental improvements, traffic calming proposals as well as...
selective highway construction and improvements to relieve communities of heavy and through traffic.

- **Villages, Urban and Residential Traffic Calming**
  Many villages and residential areas suffer from high traffic speed with a resultant degradation of quality of life for both the communities themselves and other road users, especially walkers and families with young children. In some visitor hotspots with high volumes of pedestrian activity, conflict is a real problem. Traffic calming proposals include a mix of both traffic regulation orders and physical measures such as Gateways, pinch points and speed tables.

- **Area wide Speed Restraint and Speed Reduction Corridors**
  Traffic speed, particularly in built up areas but also on the approaches to villages and on the main routes to villages, is a key area of concern. Speed reduction measures such as the introduction of amended speed limits and traffic calming will also benefit ambient air quality and reduce noise pollution.

- **Heavy Goods Vehicles**
  The increasing size and weight of heavy goods vehicles using inappropriate rural roads can result in damage to road surfaces and roadside features. Requests from communities for some form of restriction are common. However, controls can only realistically be imposed where there are satisfactory alternative routes. A countywide freight strategy has been adopted after extensive consultation. Over the five year life of the Plan the County Council will undertake a number of HCV Route Studies. Weight, width and length limits will also be investigated with restrictions being imposed in order to re-route HCVs where practicable. Where heavy traffic volumes remain, traffic calming and speed management will be introduced. These will include measures to reduce noise, severance, visual intrusion and traffic intimidat ion. Priority will be given to schemes in market towns and villages. A lorry routing database accessible through the County Council’s web site will also be established.

- **Land Use Planning**
  Transport demands generated by new development have a significant impact on local traffic levels. Increasingly, the consideration of planning applications and land use allocations in development plans need to look at the total transport impact. The County Structure Plan transport strategy and policies seek to relieve environmental problems caused by excessive traffic and aims to secure and maintain a development pattern which is energy efficient and which lends itself to achieving, over time, a sustainable and integrated transport network. Wherever possible significant land use changes are located so that traffic generated can readily access the existing major road network and, where appropriate, take full advantage of public transport facilities. In this context it has been viewed as particularly important that new employment, mineral extraction and waste disposal sites do not introduce heavy commercial vehicle movements onto unsuitable roads and that wherever practicable bulk freight movements are encouraged to use rail or commercial waterways, including transfer from road where possible. The retention and where practicable the extension of public transport services (both bus and rail) and their accessibility to areas of both existing and new development are important, ongoing objectives of the County Structure Plan.
Causal Chain
Transport & the Environment

TRANSPORT & THE ENVIRONMENT
- Traffic management measures
- Development of quiet roads network
- Traffic calming
- Speed restraint
- Junction improvements
- Improved walking & cycling facilities
- Better public transport
- HGV route studies

OBJECTIVE 2: To limit traffic growth by reducing the need to travel and developing alternative non-car travel modes.

OBJECTIVE 4: To minimise the adverse impact of traffic on the environment, particularly with regard to noise & pollution.

OBJECTIVE 6: To reduce the number and severity of casualties arising from road accidents in the County.

KEY
THEME (Measure)
EFFECT (Outcome)
END EFFECT (Other than objective)
TRANSPORT OBJECTIVE
MONITORED
10.0 DEMAND MANAGEMENT

This strategy seeks to contribute towards the achievement of the following LTP objectives:

<table>
<thead>
<tr>
<th>Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>To minimise the adverse impact of traffic on the environment, particularly with regard to noise and air pollution</td>
</tr>
<tr>
<td>To limit traffic growth by minimising the need to travel and developing alternative non-car travel modes</td>
</tr>
<tr>
<td>To facilitate opportunities for economic regeneration and growth and the sustainable movement of goods</td>
</tr>
</tbody>
</table>

10.1 Problems and Opportunities

10.1.1 In recent years there has been a growing recognition that continued expansion of highway capacity to meet traffic growth rates predicted in National Road Traffic Forecasts is neither desirable nor feasible. Both Central and Local Government are increasingly adopting a demand management philosophy rather than the traditional approach of providing for continued traffic growth. A balanced and integrated transport system is therefore being developed which considers the role of all modes and encourages alternative ways of travel to the private car, such as public transport, walking and cycling, and ways of reducing the volume of heavy commercial vehicles on the roads.

10.1.2 The health problems caused by road traffic are well known, these include respiratory disease and road accident casualties. A Health Improvement Programme for North Yorkshire is being developed by the Health Authority in partnership with other agencies, including the County Council. The programme will be central to improving the health of the population. The Local Transport Plan aims to capitalise on the health benefits from transport by actively promoting cycling and walking. In addition, high priority is given to improving safety and reducing road casualties, both of which will directly contribute to the Health Improvement Programme. There is a clear relationship between health and transport policy and this need to integrate decision making by transport and health bodies. The County Council recognises this need and will continue to work closely with the Health Authority on developing the strategy.

10.1.3 North Yorkshire is largely rural and the predominant means of travel for the majority of journeys is the car. Whilst recognising that the dominant form of travel will continue to be the private car, the County Council considers that priority attention should nevertheless be given to promoting a shift in mode from the car to public transport and to this end it is committed to improving choice by developing a more robust public transport infrastructure within the County. Demand management is particularly important in the two main urban centres and has an equally important role to play in achieving the modal shift objectives. It also has particular relevance in environmentally sensitive areas such as the National Parks and Areas of Outstanding Natural Beauty where the volumes and types of traffic using the local road network cause problems, particularly during the summer months.

10.1.4 The ability of the County Council to control traffic growth is however restricted by the number of heavily trafficked trunk roads and motorways passing through the County. Policies implemented by the County Council will have limited influence on traffic growth on these routes and the feeder routes on the County road network.

10.1.5 There are a number of villages in the County located on major inter-urban highways. Traffic passing through these communities causes major environmental problems for local residents in terms of safety, severance, noise, vibration, dust and fumes. In some circumstances the only lasting solution to the environmental problems...
The problem is likely to be the construction of a Bypass. In many other locations traffic calming schemes have been introduced or planned either as an interim or long term measure.

10.1.6 The County Council responded to the Government’s Consultation Paper “Breaking the Logjam” with detailed comments on the implementation of Road User and Workplace Parking Charging. The County Council has also considered the Government’s response to this consultation.

10.1.7 There are currently no plans for the introduction of road user charging or workplace parking charging in North Yorkshire. There is concern about the possible adverse impact of such charges on the rural economy, particularly in the absence of a sufficiently attractive alternative public transport system.

10.1.8 This approach in a rural County like North Yorkshire is consistent with the policies in the draft Regional Transport Strategy.

10.2 Strategy

10.2.1 There is no single demand management strategy applicable to all parts of the County. The way forward in dealing with the problems faced in the rural areas is likely to be different from that adopted in the two main urban areas of Harrogate and Scarborough. The specific measures adopted in each Policy Sub Area are dealt with in more detail in the Policy Sub Area Chapters.

10.2.2 The strategies developed for Harrogate and Scarborough seek to restrain traffic levels and movements. The demand for additional accessibility will be accommodated through the introduction of bus priority measures and enhancements to promote cycling and encourage walking. Park and Ride will also be provided for motorists from outside the towns and for visitors to the National Parks.

10.2.3 There are five basic elements to the strategy for demand management:

- Car Parking
- Cycling and Walking
- Park and Ride
- Sustainable Distribution
- Travel Awareness

Car Parking

10.2.4 The aim is to introduce parking policies in the main urban areas to displace most long stay car parking away from the central area and to encourage use of public transport, cycling and walking.

10.2.5 Control over the level and type of car parking provision is recognised as being a major contributor to demand management of traffic in the urban areas of the County. The County Council, Harrogate Borough Council and Scarborough Borough Council have worked closely together to develop demand management strategies incorporating appropriate policies for both off-street and on-street parking in the principal urban areas. These are dealt with in more detail in the Policy Sub Area Chapters.

10.2.6 In general, the strategy is aimed at discouraging long stay parking in the central areas by giving preference, through pricing and “length of stay” policies, to short stay shopper and visitor parking. A comprehensive approach is being followed in the two main urban areas of Harrogate and Scarborough whereby the parking strategy embraces both on-street charging and resident’s parking schemes.

10.2.7 On-street parking charges covering over 400 spaces have already been introduced in the centre of Harrogate, together with an extensive resident’s parking scheme. Eight of the ten public car parks are priced for short stay parking. Further reductions in long stay are proposed. The income raised from on-street charging is substantial, currently running at approximately £800k per annum net of operating costs. The surplus income is used to improve car parking and fund transportation and road safety projects within the Harrogate District.
in accordance with Local Transport Plan objectives.

10.2.8 In Scarborough, a major review of car parking in the central area has recently taken place as part of the development of the Scarborough Integrated Transport Package. A comprehensive parking scheme was introduced in June 2000. This introduces on-street parking charges for the first time in the central shopping area and a residents parking scheme in the surrounding area. It is anticipated that when fully operational the scheme will generate a net income of approximately £600,000 per annum which will be used directly to fund car parking, transportation and highway improvement/road safety projects within the local area. Again these schemes are entirely consistent with and support the approach adopted in the Local Transport Plan.

10.2.9 The County Council recognises that parking policy is also an integral part of traffic management in the smaller urban areas and in sensitive rural areas. With respect to the smaller urban centres, the County Council has set up a Member Working Party to consider the appropriateness of introducing on-street charging schemes. This is a sensitive issue and it is recognised that the approach may not necessarily be appropriate in the smaller urban centres where the parking stock is more limited and the opportunities for displacing long stay parking to the periphery of the urban areas is generally more difficult. There is also a concern that in the more rural parts of the County the public transport system is not of sufficiently high quality and frequency to provide a realistic alternative for most journeys. In summary, the County Council considers that parking standards should reflect the nature of the area and in particular the accessibility of quality alternatives to the private car.

10.2.10 A review has been undertaken of the County Council’s Car Parking Standards for new developments. This has not yet been formally adopted and will be kept under review until national guidance becomes clearer with the publication of Planning Policy Guidance Note 13 (PPG13) in its final form and confirmation of the parking standards in the Regional Transport Strategy.

10.2.11 The County Council has expressed concern about some aspects of the proposals in the Draft PPG13. Whilst supporting the concept of maximum parking standards, there is concern that applying a common set of national standards to conurbations, other urban areas, market towns and rural areas is not appropriate. North Yorkshire’s very low population density reflects a pattern of relatively small towns serving large rural hinterlands. As a consequence people often have to travel a significant distance to work and to shop, and for personal business, leisure and education. Such journeys in many cases will be too long or difficult to make on foot or by cycle. In addition, the limitations of public transport, despite recent improvements through use of the Rural Bus Grant, will require a continued reliance on the use of private cars for most journeys.

10.2.12 In summary, the County Council considers that parking standards should reflect the nature of the area and in particular the accessibility of quality alternatives to the private car.

10.2.13 The County Council supports the principle embodied in the Draft Regional Transport Strategy (RTS) which recognises the need for a range of parking standards dependent on the urban or rural nature of the area and the level of accessibility by public transport. The conformity of the proposed RTS parking standards with the Draft PPG13 proposals will be debated at the Public Examination of Draft Regional Planning Guidance in July of this year. This will help to clarify the position with respect to the standards to be applied in North Yorkshire.

10.2.14 The County Council supports and endorses the approach in Draft PPG13 that significant new developments...
should be subject to a more wide-ranging transport assessment than hitherto has been the case. The approach will be adopted in North Yorkshire and is already being applied to at least one major development proposal. This new approach will replace the "commuted payment" scheme which has been operating successfully in the major urban areas whereby developers have contributed to the development of car parking/transport improvements in lieu of on-site parking.

10.2.15 It is important that the new national guidance emphasises the responsibility of developers in supporting off-site transport improvements where these are identified in the new style transport assessments.

Cycling and Walking

10.2.16 The aim is to encourage the use of non-car borne modes of transport, in particular by promoting cycling and walking by providing enhanced facilities.

10.2.17 The County Council is committed to promoting the interests of cyclists and pedestrians. The provision of better quality, safer and more attractive facilities for both cyclists and pedestrians improves the situation for existing users of these modes of transport and can offer a feasible and attractive alternative for those currently using cars. The County Council has already adopted discrete count-wide Cycling and Pedestrian Strategies. These identify the strategic objectives, policies and targets related to cycling and walking. At the heart of the strategies is a commitment to producing a series of Cycling Plans and Pedestrian Action Plans which will identify and provide, on a local basis, facilities to benefit existing and encourage potential new cyclists and pedestrians. Further details of the County Council’s policies to encourage cycling and walking are included in Chapter 4 of this Plan.

Park and Ride

10.2.18 The aim is to integrate the provision and expansion of "Park and Ride" with improvements to public transport, and to make public transport more attractive to users to encourage modal transfer.

10.2.19 Reallocation of road space and the introduction of Intelligent Transport Systems will be considered where appropriate, although the opportunity for the former is very limited.

10.2.20 As part of its car parking strategy, Scarborough Borough Council operates a successful Park and Ride scheme. Extension of the provision of Park and Ride facilities in Scarborough is one of the cornerstones of the strategy for the regeneration for the destinations and routes in the Borough.

10.2.21 The development of initiatives in Scarborough, including park and tour and park and rove will help to maximise the capacity of the existing road network in urban and rural locations. These services will emerge through Quality Partnerships which may determine that Quality Contracts are needed to make them viable and sustainable. A feasibility study is currently being undertaken for Park and Ride facilities at Whitby as part of the Traffic Management Strategy being developed for the town. Proposals are also included in the Plan to introduce Park and Ride in Harrogate and Pickering.

Sustainable Distribution

10.2.22 The aim is to reduce the distance needed to be travelled to access goods and services and to maximise the movement of freight from road to rail and water transport.

10.2.23 It is a central part of the County Council’s sustainable distribution strategy to reduce the need for travel. The strategy is in three parts. The first two are aimed firstly at reducing the distance needing to be travelled in order to access goods and services, and secondly at maximising the cost-
effective use of rail and water transport.

10.2.24 By far the greatest volume of goods will however continue to be transported through the County by road. In this circumstance the County Council will do all in its power to encourage the ongoing trend by the logistics industry to make optimal use of vehicles. The close working relationship planned between the County Council and local business will ensure that the needs of business can be reconciled with the need to reduce travel. Chapter 7 of this Plan contains further details on the County Council’s policies on Sustainable Distribution.

Travel Awareness

10.2.25 The aim is to reduce the trips to schools, shops, leisure facilities and business by car through the introduction of School Travel Plans and Company Travel Plans.

10.2.26 The change in behaviour needed in order to achieve a reduction in travel demand will not happen until people acknowledge the need to change. An important part of reducing demand is therefore the general awareness-raising programme as set out in Chapter 8 of this Plan.

Company Travel Plans

10.2.27 The central aim of a good company travel plan is to reduce the amount of travel to work by single occupant cars. Public transport, cycling, walking and car sharing, along with changes in work practice are all encouraged as a means of reducing car travel. Of possibly equal importance, the power of group thinking is used to create a corporate sense that alternatives to the car, such as cycling, are legitimate and worthy forms of transport.

10.2.28 The County Council is committed to upholding the spirit of the forthcoming Planning Policy Guidance Note 13. In keeping with this, applications for new developments are now required to include a Travel Impact Assessment. The consequent reduction in the number of car parking spaces provided at businesses will be an important factor in managing the demand for travel by car.

School Travel Plans

10.2.29 Government Ministers have claimed that up to 20% of congestion in the peak hour is due to school travel. In addition to the impact on the free movement of people and goods, this has severe implications for children’s health. Travel to school from large and sparsely populated rural catchment areas presents particular difficulties. School bus transport has an especially important role to play in minimising the use of cars for school journeys and the planned approach to this is contained in Chapter 6. The primary aim of the School Travel Plan (as described in Chapter 8) is to ensure that all schools recognise the need to work towards objectives that reduce the number of journeys made by car.
Causal Chain
Demand Management

OBJECTIVE 2: To limit traffic growth by reducing the need to travel and developing alternative non-car travel modes.

OBJECTIVE 4: To minimise the adverse impact of traffic on the environment, particularly with regard to noise & pollution.

OBJECTIVE 7: To facilitate opportunities for economic regeneration, growth and the sustainable movement of goods.

KEY

THEME (Measure)

EFFECT (Outcome)

END EFFECT (Other than objective)

TRANSPORT OBJECTIVE

MONITORED
11.0 PLANNING AND MANAGING THE HIGHWAY NETWORK

This strategy seeks to contribute towards the achievement of the following LTP objectives:

- To provide a safe, efficient and well maintained highway network as part of an integrated transport strategy.
- To minimise the adverse impact of traffic on the environment, particularly with regard to noise and air pollution.
- To reduce the number and severity of casualties arising from road accidents in the County.
- To facilitate opportunities for economic regeneration, growth and the sustainable movement of goods.

11.1 Problems and Opportunities

11.1.1 The current highway network in North Yorkshire comprises:

- 724 km of Principal road of which 346 km is Primary Network.
- 4,128 km of Classified road.
- 4,334 km of Unclassified road.
- 1,455 Bridges.
- 52,000 Street lighting units and illuminated signs.

11.1.2 In addition to this directly managed network, there is 426 km of Motorway and Trunk Road and 147 km of this is non-core which will be handed back to the County Council.

11.1.3 The sub-division of the highway network is shown as follows:

11.1.4 The maintenance budget (2000/01) is £22m which is allocated to structural, routine and winter maintenance and surface dressing as shown below:

11.1.5 A large proportion of the directly managed roads in the County were not designed or constructed to modern standards. They are nevertheless being used by volumes and weights of traffic incompatible with their limited structural capabilities. This is especially true of routes used for the commercial haulage of timber. These are often rural unclassified roads of narrow width, substandard geometry and normally only of surface dressed stone construction. These rapidly become impassable to normal traffic when used for timber haulage purposes and the County Council seeks contributions for their maintenance from the commercial organisations.
concerned. Similar problems and rapid deterioration are exhibited by the structures on these routes and the cost of maintenance and repair will increase in the near future due to post war plantations now becoming sufficiently developed for felling. Consultations have taken place with the timber industry in an attempt to minimise structural damage to the highway network.

11.16 Similar conditions occur in agricultural areas where large scale machinery is now in widespread use. Whilst not being of sufficient weight to damage the structure of the carriageways, when driven along those carriageways such machinery nevert heless causes considerable damage to the haunches, verges and drainage as a result of running off the carriageway edge in order to pass vehicles travelling in the opposite direction on narrow roads. As many of these roads lack a positive drainage system and rely on drainage ditches with grips, the damage to the haunches and grips followed by the ingress of water into the fabric of the carriageway leads to accelerated deterioration.

11.17 The geography of the County also leads to particular problems in winter maintenance. The spread of settlements requires an extensive network of treatment routes for salting and snow clearing. The Pennines in the west and the North York Moors in the east give rise to extreme conditions requiring substantial resources to be deployed, particularly in snow conditions. The network is classified into three priorities for winter maintenance purposes reflecting the need to treat in a cascade fashion to ensure high priority routes remain open and value is obtained by targeting routes of greatest importance. 46% of the network is treated on the pre-salt network which is higher than the Audit Commission recommendations but is a reflection of the unique blend of topographical and geographical criteria. Continental review of the treatment network is undertaken to seek improvement in efficiencies and particular problems arose following the loss of the Trunk Road Agency when the benefits of treating the complete network were lost. The extent of the network coupled with the extremes in conditions leads to considerable damage from frost further stretching maintenance resources.

11.18 The County Council recognises the importance of the road network as a valuable asset and one which underpins the implementation of the majority of the aspects of an integrated transport policy. It is essential that the network is maintained to an as high a standard as possible within the constraints imposed by available resources in order to achieve the County Council objectives outlined above.

11.19 In undertaking road maintenance and improvement, the County Council will ensure that every scheme brings benefit for all road users, especially more vulnerable groups such as walkers, cyclists or equestrians.

11.2 Programme

11.2.1 The County Council has for many years prioritised its structural maintenance programme using condition assessment surveys including CHART, Deflectograph and Griptester. Development of this prioritisation system is continuing with the purchase of the “Exor” Pavement Management System which is being implemented in 2000/01 with introduction of Coarse Visual Inspection (CVI) and Detailed Visual Inspection (DVI) surveys. The County Council continues to participate in the National Road Maintenance Condition Survey (NRMCS).

11.2.2 The direction of funding has until now been based purely on the ranking of a maintenance scheme with respect to condition as the budget shortfall has resulted in having to tackle areas of greatest need, ie sites of zero or
negligible residual life. To make better use of the survey resources available, changes in the identification of potential schemes were introduced two years ago. The County’s Divisional Engineers and Maintenance Agents were asked to limit the number of schemes proposed each year to reflect the realistic implementation given the decreasing budgets being proposed, whilst recognising the significant backlog of work building up. The highway maintenance bid should not therefore be seen as an indicator of total maintenance need in the County but rather as an indication of need to address the worst characteristics of deterioration. The identified schemes were subjected to Computerised Highway Assessment, Ratings and Treatment (CHART) or in the case of footways an in-house system and ranked accordingly. A league table of schemes was produced and a cut off applied at the budget limit. This system could be viewed as a crude precursor to the Pavement Management System (PMS) now being introduced. Several shortcomings in this system were apparent and these should be overcome within PMS.

11.2.3 The annual cost for structural maintenance on all classes of the Principal Road Network for 2000/01 represents a total works cost of £1,778k. Additionally, surface dressing schemes to a total of £650k are planned. This represents an overall total of £2,428k. Appendix 5 lists the structural maintenance schemes.

11.2.4 Formerly, the policy over several years was to maximise the proportion of the maintenance budget spent on structural maintenance at the expense of routine (basic) maintenance expenditure. However, the County Council now believes that the level of routine maintenance expenditure is set at a minimum level commensurate with the safe operation of the highway network. Similarly, in the past, a large proportion of the structural maintenance budget has been directed towards footways. It has therefore been decided to re-direct structural maintenance funding from footways into carriageways in an attempt to address the rate of decline.

11.2.5 In order to safeguard the routine maintenance expenditure highlighted in the previous paragraph, the County Council has inevitably had to reduce the element of the revenue budget allocated to structural maintenance. This budget has been reducing for the last four years and as a result a backlog of work of the order of £120m has built up on the non-principal network. As a comparison, the backlog of work on the principal road network is of the order of £40m. The current revenue budget (financial year 2000/2001) is £3.5m and this is supplemented for non-principal roads by a capital allocation of £2.5m. There is, however, no guarantee that the capital allocation can be made available in future years.

11.2.6 Until the full implementation of the Pavement Management System, the results of the National Road Maintenance Condition Survey (NRMCS) are providing guidance on the appropriate level of maintenance for various categories of road. The overall condition of all road classes is below the base year indicating a general deterioration. The County Council’s own large scale condition assessment system also indicates a deterioration in maintenance standards, especially in the lower classification of road.

The Best Value Performance Plan (2000/2001) includes the following Performance Indicators:

BVPI96 – Percent age of the Principal Road Network
BVPI97 – Ditto for Non-Principal Road Network
BVPI105 – The percentage of repairs to dangerous roads and pavements which were carried out within 24 hours – 98.8%

Future revisions of this Plan will provide
11.2.7 The County Council encourages the use of new innovatory materials and processes. Bituminous materials which can be laid more thinly and which provide superior characteristics have been utilised for several years. Modified binders have been utilised within surface dressings to provide enhanced performance. Trials have recently been carried out jointly with a statutory undertaker to prove the benefits of re-cycled cementitious reinstatement. The use of re-cycled materials within pavement structural layers has developed using foamed bitumen techniques. Micro-asphalts have been utilised for overlay in urban areas where environmental sensitivity is essential. Although committed to the need for sustainability, the availability of abundant, relatively inexpensive primary materials has discouraged the more extensive use of secondary/recycled materials. The introduction of the Landfill Tax and future Primary Aggregates Tax will be expected to influence this balance.

11.2.8 Given the backlog of work that exists on the network, especially on the non-principal roads, condition will continue to be the prime driver of allocating funding to ensure safety. Grip tester will continue to be used as in addition to the structural condition, the skidding resistance plays an important safety role and structural integrity may not reflect a surface problem. CVI and DVI will be introduced to the whole network and this will enable better targeting of deflectograph surveys improving value. However, additional factors will be developed to better reflect the overall objectives of the Plan. Weightings will be given to add value to a maintenance scheme if it directly enhances another policy within the Plan.

11.2.9 Once a full condition assessment of the network has been completed targets will be developed to address short comings. These will reflect a realistic budget allocation and the requirement to meet the Plan’s objectives. The current league table of schemes has the flexibility to move the budget cut off up or down to reflect actual variations in settlement but this can be refined to meet specific targets once they are developed. The factors that will be considered to bring forward a scheme with the same condition ranking as another scheme are:

- Location on Primary Route Network or linking to this network;
- Location adjacent to bridge programmed to be strengthened or on diversionary route where weight restrictions are in place;
- Location on key bus corridor as identified in Policy Sub-Areas;
- Location on key freight route as identified in the freight strategy;
- Location adjacent to crossing point of coincident with route of cycleway;
- Location identified as a high priority in the disabled strategy;
- Consideration of traffic flows with particular reference to the economic object ives of the Plan.

Use can be made of the existing reinstatement classifications developed for the New Roads and Street Works Act which are based on traffic flows.

11.2.10 The initial targets and indicators to be developed will relate to:

- Percentage of the network with zero residual life;
- Percentage of the network at or below investigatory level for skidding resistance.

11.2.11 The future use of condition surveys within the PMS and development of targets and indicators for maintenance activities will help to underpin many of the objectives of the LTP whilst allowing flexibility in the allocation of funds to match variations...
11.3 Street Lighting

11.3.1 The County Council is responsible for the maintenance of approximately 45,000 lighting columns and 7,000 illuminated traffic signs. Of that total, 28,000 lighting columns and 5,000 traffic signs are directly managed with the remainder maintained by agent authorities Harrogate and Scarborough Borough Councils.

11.3.2 The directly managed annual street lighting budget for 2000/2001 is £950k which includes £400k energy costs. A capital allocation of £50k for accident prevention and £250k for street lighting column replacement is also included in the current budget.

11.3.3 It is estimated that around 40% of all street lighting columns in North Yorkshire are in excess of 30 years old, the average life expectancy being 25 years. With current expenditure on street lighting column replacement running at £250k per annum, it is anticipated that an additional 10,000 lighting columns will surpass the 30 year mark each financial year.

11.3.4 It is considered that current expenditure on preventative maintenance and column replacement is inadequate to achieve a steady state condition with the consequence that the infrastructure is continuing to deteriorate with medium to long term consequences. In the short term, concern relates to the structural integrity of lighting columns/sign posts and electrical cabling. To maintain the existing age profile of the lighting stock, £10,000 would be required per annum for column replacements. Conversely, at current expenditure levels, a street lighting column installed by the County Council will be required to achieve a functional life of 132 years.

11.4 Major Improvement Schemes

11.4.1 The County Council fully supports Government policy in terms of the need for traffic restraint, the promotion of alternatives to the car and its commitment to work with Local Authorities to achieve better integrated transport at the local as well as national level.

11.4.2 The County Council seeks to provide a safe and efficient highway network within an integrated Transport Strategy which seeks to reduce the dependency on the car and encourage freight onto alternative modes to road transport. The County Council however recognises that a number of towns and villages located on heavily trafficked routes are suffering unacceptable levels of environmental damage from the passage of through traffic. Irrespective of the measures which will be introduced to encourage a shift in the mode of transport from car or lorry through national and local policies, it is extremely unlikely that traffic levels through these communities will decrease from present day levels. The County Council will therefore seek to provide relief to these communities by traffic calming measures in the short term and in some instances by the provision of local Bypasses in the medium to long term.

11.4.3 The adopted North Yorkshire County Structure Plan was modified in October 1995. Policies T7 and T8 identify the major schemes. These schemes, not in priority order, are:

- A61 Ripon Bypass (completed)
- A59 Bolton Bridge Bypass (completed)
- A59/61 Harrogate Relief Road
- A61 Killinghall Bypass
- A165 Reighton Bypass
- A165 Scarborough to Lebberston Diversion
- A171 Evan Howe Diversion
- A661 Spofforth Bypass
- A684 Ainderby Steeple and Morton on Swale Bypass
- A684 Bedale/Aiskew/Leeming Bar
Relief Road
- A684 Northallerton Bypass
- A6068 Glusburn Bypass
- Peasholme Green Bridge (transferred to the City of York Council and now completed)

11.4.4 In preparing this Plan the County Council has recognised the need to take forward schemes in an integrated way whilst bearing in mind the availability of funding for major schemes. The County Council's highest priority major scheme in this Plan is the Scarborough Integrated Transport Scheme which was provisionally accepted by DETR following submission of the County Council's Provisional Local Transport Plan last year.

11.4.5 The County Council is currently in discussions with DETR both with a view to getting the scheme fully accepted and agreeing the most appropriate procurement route for the scheme. The scheme (which integrates the provision and operation of Park and Ride sites, the introduction of bus priority measures, provision of an urban traffic control system within the town and the construction of the A165 Scarborough Lebberston Diversion) is described in a separate document available on request.

11.4.6 Once the scheme has been fully accepted by DETR, a separate business case outlining the most appropriate funding mechanism will be submitted for approval. In order to mitigate the effects of the scheme and reduce considerably the amount of compensation paid for land on the scheme, it is necessary to carry out advance works at least 18 months in advance of the remainder of the scheme. These advance works will be carried out on land currently owned by the County Council. A figure of £100k for these works has therefore been included in the bid for Policy Sub-Area 2 elsewhere in the Plan. It is hoped that, when announcing its decision, the Department is able to indicate that this money has been included in the overall settlement for the County Council.

11.4.7 For many years the County Council has been fully supportive of the Government's plan to improve the A65 Trunk Road that passes through the County. The route has been significantly improved over the years but several communities still suffer from the environmental effects of traffic passing through them.

11.4.8 In the early 1990s the Highways Agency promoted major Bypass schemes for Gargrave and Hellifield/Long Preston and these were procedurally well advanced with Line Orders, Compulsory Purchase Orders and Side Road Orders being confirmed. However, following the publication of the Government's White Paper "A New Deal for Trunk Roads" in 1998, the schemes were removed from the Highways Agency's national programme and the A65 was proposed to be part of the non-core network to be de-trunked and transferred to the control of the local Highway Authority.

11.4.9 The County Council has accepted in principle, subject to appropriate funding being made available, the de-trunking of the A65, but has been placed in a position of some difficulty as regards the two major improvement schemes. During the preparation of the County Council's Provisional Local Transport Plan 2000-2005, published in 1999, it was made clear that the County Council needed to give the schemes a high priority if protection of the routes for the schemes was to be maintained.

11.4.10 The County Council had a number of its own schemes that it wished to progress but given that:
- the A65 was likely to be a strategic route in any future regional transport strategy;
- funding for the schemes could only be achieved through the LTP process; and
- communities on the A65 needed relief from the effects of through traffic.
The County Council resolved that the schemes on the A65 should be the second highest priority major schemes in its LTP.

11.4.11 A new study is proposed to re-visit the proposed A65 Bypass projects. An estimate of £90k has been confirmed for the study with DETR confirmation that up to a maximum of £60k is available from Government funding.

11.4.12 The major schemes proposed have been appraised under the New Approach to Appraisal. This information is provided in a separate document. The County Council is of the view that funding through Private Finance Initiative does present opportunities to give clear Value for Money but would wish to discuss further with the DETR the best way in which funding can be made available for these schemes.

11.4.13 The A171 Evan Howe Diversion which provided an improvement of the A171 route but did not pass through any community has been deleted from the programme. A detailed assessment of and public consultation on the A6068 Glusburn Bypass has been carried out. The scheme, whilst providing improvements to the A6068 corridor, was rejected following a comprehensive public consultation as it was not perceived to achieve an overall environmental benefit. The scheme has therefore been deleted from the programme.

11.4.14 The County Council is working jointly with Lancashire County Council on the A56 village bypasses project which includes a bypass of Thornton in Craven. A public consultation exercise has recently been completed and it is intended that further preparatory work will be carried out by the two County Councils on these schemes during the five year period of the Plan.

11.4.15 Preferred routes have been established for the following schemes included in the County Structure Plan: A59/A61 Harrogate Relief Road; A61 Killinghall Bypass; A684 Ainderby Steeple and Morton on Swale Bypass and A684 Bedale/Aiskew/Leeming Bar Relief Road. An assessment of the Harrogate Relief Roads and Killinghall Bypass has established that the Killinghall Bypass scheme could be progressed and implemented in isolation from the Harrogate Relief Roads. The status of all major highway schemes is to be considered by the County Council in the light of the Government’s integrated transport policy in due course.

11.5 Bridge Works

11.5.1 The County Council has a serious problem to confront, given the large number of substandard structures needing strengthening or repair. The County Council’s strategy for strengthening and maintenance gives priority to those structures which are at greatest risk of compromising the safety of the users and where recourse to diversionary routes would result in unsatisfactory conditions of safety. This Plan seeks to prevent undesirable and potentially costly social and economic dislocation of communities and businesses.

11.5.2 The consequences of failing to remedy the major deficiencies in the County Council’s bridge stock will undermine the satisfactory achievement of other initiatives which themselves rely on the integrity of the existing highway network. This integrity would be widely compromised by the need for the imposition of permanent weight restrictions. The consequences of such a policy would be felt in the more remote parts of the rural economy, which is already under severe economic pressure. The imposition of weight limits causes dislocation, increased journey times and distances travelled, all of which have a significant effect on rural employment and the communities which rely on the agriculture industry for their living.

11.5.3 It has been the policy of the County Council to ensure that there are no weight restrictions on the Primary and Principal routes within the County.
Routes on roads of other classifications have been systematically strengthened using a ranked scheme. Due to the diverse nature of the road network it will be necessary to repair and strengthen structures not on primary routes to prevent dislocation or to provide safe diversionary routes when primary routes are blocked or closed for repair. Failure to provide for such a contingency in the Dales and the Moors areas would result in lengthy and costly journeys.

11.5.4 The planned maintenance of structures on the highway network is set out in Appendix 6. The structures are prioritised using a scheme ranking system, which has been agreed by the County Council. The strengthening and maintenance schemes are ranked according to usage, safety, length of diversion, urgency of repair and the disruption other measures will cause to the network if the scheme cannot be progressed. A high proportion of structures requiring strengthening and repair are listed as being of architectural or historic importance. The design costs and strengthening scheme costs on the Listed structures are generally more expensive than a normal repair. Strengthening the strategically and locally important routes and tackling the problems of the older structures results in increasing costs due to the need to minimise the length of time road closures are in place. In the Dales and on the Moors road closures generally result in lengthy diversions and traffic disruption.

11.5.5 The County Council’s ambition is to monitor as many weak structures as possible, carry out interim measures where appropriate and apply weight restrictions only when there is an absolute need. Many structures do not qualify for the interim measures or monitoring and consequently a lack of adequate funding for strengthening can only result in the imposition of a permanent weight restriction. The cost of imposing a weight restriction is high and in some locations it could be necessary to construct turning heads to allow vehicles over weight to turn around and avoid crossing under strengthened structures. Strengthening and repairing small structures is often a “Best Value” option costing less than the aggregate costs of Traffic Regulation Orders, diversionary signing, Public Inquiries and the uncounted cost to the environment of the increased length of journeys.

11.5.6 The County network also includes bridge stock, which is on the public highway but owned by Railtrack, Rail Property Ltd or by a few other private owners. The assessment of these structures is not yet complete and there are indications that some of these structures will require strengthening. This work has required estimates based upon the information gathered during the assessment programme and these are included in this Plan. Procedural delays within Railtrack prevent the desired completion of the works at this time. The number of failures of Railtrack owned structures and that of Rail Property could total 20. The Railtrack structures have an additional element of risk in that they carry the highway over “live” railways and are vulnerable to structural failure and disintegration.

Assessment Programme

11.5.7 The numbers of bridges which remain to be assessed are as follows:
- County Structures: 55
- Railtrack: 39
- British Waterways: 0
- Other owners: 0

11.5.8 The number of remaining weak structures on the primary routes within the County is 3

11.5.9 The number of remaining weak structures on the principal roads is 7

Steady State Maintenance

11.5.10 The assessment programme has so far highlighted maintenance problems on 545 structures and a conservative estimate of £1m at current level of...
knowledge regarding the bridge stock is required to maintain the structures. This figures make no allowance for future maintenance and do not include the structures, which have not yet been assessed and inspected. The County Council’s current funding for the maintenance of County structures is £130k per annum.

**Progress to Date**

**11.5.11** The County owned bridges total 1,455 (>1.5m span). On completion of the assessment programme, the expectation is that some 220 will stand unrestricted, yet of deficient strength. Of these, about 120 will inevitably need weight restrictions until strengthening can be carried out, many causing severe infrastructure dislocation as a consequence in many cases. The remainder would be unrestricted in the medium term but would require close and regular monitoring. The cost is estimated at £60k per annum. Clearly, the condition of these structures will not improve with time and their strengthening will be necessary during the life time of this five year Plan.

**Bridge Maintenance Aspects Meriting Special Consideration**

**11.5.12** A high proportion of the Highway Authority’s structures are Listed. These structures generally cost more to maintain because of the extra permissions and approvals required before work can commence and the need to use innovative methods of repair.

**11.5.13** Until the Highways Agency completes the Selby Bypass project, the ageing Selby Swing Bridge will continue to be heavily used. Repairs to this County owned link on the Trunk Road route are expensive and disruptive. Until the Bypass is completed in 2004/2005, the prediction is that the County Council will need to spend in excess of £40 - £50k per annum on this structure.

**11.5.14** In 1998/1999 the Government Office for Yorkshire and the Humber made a contribution of £80k towards the costs of maintenance. However, between 2000 and 2005 the costs will have to be borne by the County Council without external assistance.

**11.5.15** The Highway Authority has several of her old swing bridges, which require expensive maintenance at regular intervals. During the period covered by this Plan, the estimated costs of major maintenance is approximately £350k.

**11.5.16** A significant proportion of the County Council’s net work of foot ways and rights of way is carried over around 1500 foot bridges. A significant number of these structures are in poor condition, in some cases verging on collapse. Within the life time of this Plan it is hoped to address this problem, at least in respect of the safety aspects of foot bridges carrying non-recreational foot and cycle traffic. These improvements will increase usage and promote a modal shift towards less vehicular journeys in urban areas or where links to public transport can be made.

**The Effects of De-Trunking**

**11.5.17** The current assessment is that approximately 129 structures will transfer to the Local Authority, as roads are de-trunked. Currently the local authority has insufficient information regarding the programme of capital projects to take forward schemes involving structures on these routes.

**11.5.18** As a result of DBFO improvements on the A1(M) route, the County Council will have 14 more structures transferred to it when the new Motorway sections, Ferrybridge to Hookmoor and Wetherby to Walshford are opened to traffic.

**11.6 De-Trunking**

**11.6.1** During the five year course of the Plan, certain roads within the existing trunk road network will be de-trunked and will revert to the local Highway Authority for maintenance purposes.
11.6.2 The preliminary programme details are included in the following schedule:-

<table>
<thead>
<tr>
<th>ROUTE</th>
<th>FROM</th>
<th>TO</th>
<th>LENGTH IN KY (KM)</th>
<th>TARGET DATE FOR DE-TRUNKING</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A19</td>
<td>York</td>
<td>Selby</td>
<td>13.2</td>
<td>1 April 2004</td>
<td>Dependent on TPI scheme</td>
</tr>
<tr>
<td>A19</td>
<td>Thirsk</td>
<td>York</td>
<td>29.0</td>
<td>1 April 2003</td>
<td></td>
</tr>
<tr>
<td>A59</td>
<td>M6 Junction 31</td>
<td>Skipton</td>
<td>9.8</td>
<td>1 April 2003</td>
<td></td>
</tr>
<tr>
<td>A63</td>
<td>Junction with A614 at Howden</td>
<td>Junction with A1</td>
<td>23.0</td>
<td>1 April 2004</td>
<td>Dependent on TPI scheme</td>
</tr>
<tr>
<td>A65</td>
<td>M6 Junction 36</td>
<td>Junction with A629 Skipton</td>
<td>42.5</td>
<td>1 April 2003</td>
<td></td>
</tr>
<tr>
<td>A65</td>
<td>Junction with A629 Skipton</td>
<td>Junction with A660</td>
<td>9.6</td>
<td>1 April 2003</td>
<td></td>
</tr>
<tr>
<td>A629</td>
<td>Junction with A59 Skipton</td>
<td>Junction with A650 North of Keighley</td>
<td>9.0</td>
<td>1 April 2005</td>
<td>Dependent on TPI scheme</td>
</tr>
<tr>
<td>A1041</td>
<td>Selby</td>
<td>North Yorkshire County Boundary</td>
<td>11.0</td>
<td>1 April 2004</td>
<td>Dependent on TPI scheme</td>
</tr>
</tbody>
</table>

11.6.3 Current proposals indicate that a revenue budget based on a rate per kilometre will be provided for the routine maintenance and management of the de-trunked route network. Any additional funding required to cover large scale structural maintenance or local safety schemes will form part of a future Plan bid.

11.6.4 Additional de-trunking which is programmed to occur during the Plan period is as follows:-

- A64 York – Scarborough (Muston Bank roundabout to B1427 (length approx 1.75km). This de-trunking proposal is part of the Park and Ride PFI project (see Major Improvement Schemes).
- A1(M) Wetherby – Walshford. DBFO project. Length of approx 4km of the existing A1(T) to be de-trunked.
- A1(M) Ferrybridge to Hook Moor DBFO project. Length of approx 7km of the existing A1(T) to be de-trunked.
Causal Chain
Planning & Managing the Highway Network

PLANNING & MANAGING THE HIGHWAY NETWORK

- Basic maintenance
- Cyclical maintenance
- Surface dressing
- Structural maintenance
- Winter maintenance
- Street lighting
- Major project (Scarborough Integrated Transport Scheme)
- De-trunked network addition

KEY

- THEME (Measure)
- EFFECT (Outcome)
- TRANSPORT OBJECTIVE
- MONITORED

OBJECTIVE 3: To provide a safe, efficient & well maintained highway network as part of an integrated transport strategy.

OBJECTIVE 4: To minimise the adverse impact of traffic on the environment, particularly with regard to noise & pollution.

OBJECTIVE 6: To reduce the number and severity of casualties arising from road accidents in the County.

OBJECTIVE 7: To facilitate opportunities for economic regeneration, growth and the sustainable movement of goods.
LOCAL AREA IMPLEMENTATION

POLICY SUB-AREAS

12.0 POLICY SUB-AREAS

12.1 Introduction

12.1.2 This section sets out the Implementation Programme for the Plan and is presented under eight Policy Sub-Areas.

12.1.3 The benefits of a co-ordinated and integrated package approach to the planning and implementation of transport related initiatives have already been demonstrated in practice in the various "package" bids included in earlier TPP submissions. The County Council has applied the key principles that underpin the package approach into eight policy sub-areas based on geographical/transport factors which, when combined together, give each sub-area an individual identity. This has permitted the package approach to be extended across the County as a whole, assessing current problems and opportunities within each area and developing an integrated programme of measures to address them.

12.1.4 In broad terms the Policy Sub-Areas were chosen because they featured a key transport corridor based on rail and/or trunk roads as in the case of the A64 Policy Sub-Area, A65 Policy Sub-Area and the Central Policy Sub-Area which features the East Coast Main Line and the A1 and A19 with a strong north/south bias. Other Policy Sub-Areas such as the North York Moors and Yorkshire Dales and Nidderdale AONB were based on the practical requirements and special circumstances of the National Parks/AONB. The Selby Policy Sub-Area was identified as a discrete area lying to the south of York with particular social and economic circumstances. The Scarborough Policy Sub-Area reflects the homogenous nature of the area in terms of its relative geographic isolation and particular economic problems. The Harrogate Policy Sub-Area is largely centred on the A61 which runs from Leeds through Harrogate to the A1 north of Ripon.

12.1.5 The County Council's overarching transport objectives are built into the policy sub-area approach which identifies more detailed principles and secondary objectives relating to transport:-

- To reduce traffic related accidents;
- To reduce vehicular movements and noise in sensitive locations;
- To reduce pollution from traffic;
- To promote a transfer of travel mode from private to public transport, park and ride and other alternatives;
- To promote walking and cycling as sustainable, healthy and environmentally friendly alternatives to motorised transport;
- To give a measure of priority to maintaining the existing highways/bridges network; and
- Better integration of bus and rail services.

12.1.6 Each policy sub-area includes a bid for a package of integrated measures. The locations of the eight policy sub-areas are:-

- Policy Sub-Area 1: Harrogate / Knaresborough / Ripon
- Policy Sub-Area 2: Scarborough including the coastal strip south to Filey
- Policy Sub-Area 3: Selby District
- Policy Sub-Area 4: The North York Moors extended to include Whitby and the A170 corridor to the south
- Policy Sub-Area 5: The Yorkshire Dales and the Nidderdale AONB
- Policy Sub-Area 6: The Central Lowland Area based on the Vales of Mowbray and York, the A1 and the ECML
- Policy Sub-Area 7: A64 Corridor including the Vales of Pickering and the...
Yorkshire Wolds

- Policy Sub-Area 8: A65 Corridor in Craven District outside the Yorkshire Dales National Park

12.17 Each Policy Sub-Area features an indicative five year programme which is based upon information available at the present time. However, it will be necessary to carry out an annual review to prioritise expenditure across the County to determine the final allocation for each Policy Sub-Area.
13.0 **POLICY SUB-AREA 1: HARROGATE, KNARESBOROUGH AND RIPON**

13.1 **Description of the Area**

13.1.1 The area is adjacent to West Yorkshire and includes the towns of Harrogate and Knaresborough and the Cathedral city of Ripon. The closely twinned towns of Harrogate and Knaresborough form a coherent urban area in transport terms with a joint population of about 85,480. This is the largest centre of population in the County. They have been the subject of the approved TPP “Harrogate Package” for the three years prior to the introduction of Local Transport Plans.

13.1.2 Ripon (population 16,500) is an historic market town serving a wide rural area. The nearby area contains many tourist attractions including Fountains Abbey/Studley Royal World Heritage site, several stately homes, the racecourse and Lightwater Valley theme park.

13.1.3 Tourism is important to the whole of the policy area. Historic attractions such as the Castle, Nidd Gorge and Mother Shiptons Cave attract large numbers of visitors to Knaresborough. As an historic spa town Harrogate is also heavily dependent on tourists, mainly in the form of business tourism derived from its role as England’s third largest conference and exhibition centre. Each year 3 million visitors bring in £180 million to the local economy supporting 7,000 jobs.

13.1.4 The A61 runs from Leeds, through Harrogate, to the A1 north of Ripon. Its role has reduced since the connection of the M11 to the A1 east of Leeds and the construction of the Harrogate Southern Bypass. Nevertheless traffic remains significant. To the west of the A61 the rural areas and many small villages share the characteristics of those in the Nidderdale AONB (Policy Sub-Area 5). To the east they share the characteristics of the lowland central part of the County (Policy Sub-Area 6). The A59 and A658 run east-west carrying significant traffic from Lancashire and West Yorkshire to the A1, York and the east.

13.1.5 The Leeds - Harrogate - Knaresborough - York railway line provides local services and connections to the national rail network at Leeds and York.

13.2 **Problems and Opportunities**

13.2.1 Harrogate and Knaresborough have experienced continuing and sustained traffic growth resulting in congestion on all major routes. If this growth continues unrestrained, increases are predicted of 25% to 40% in traffic volumes by 2006. This Plan therefore proposes measures to contain traffic growth. Recent initiatives have already reduced traffic growth and the aim is to constrain traffic volumes in the two towns to more than present (2000) levels.

13.2.2 Ripon has benefited from construction of the A61 Ripon Bypass and road improvements in the south of the City which have taken the majority of traffic from the City centre. This presents a major opportunity for environmental works in the Market Place and linking to the Cathedral precinct. The historic layout of the City centre is demanding of preservation, yet leads to safety problems at key junctions.

13.2.3 The many twists and bends on the A61 between Harrogate and Ripon necessitate the banning of overtaking along the majority of its length. Nevertheless, problems remain with 16 serious injury and 4 fatal accidents in the three year period 1997 - 1999. A total of 72 personal injury accidents have occurred during this period. Despite recent calming measures, traffic dominates the local environment as it passes through Killinghall. Further safety and environmental work is to be undertaken in 2000/01 and in the first year of this LTP.
13.2.4 Improvements are also required to the A658 between the A61 and County boundary to improve safety and access from West Yorkshire. Improvements to the B6265 Ripon - Boroughbridge Road would improve safety and access to the City.

13.2.5 The local rail line provides opportunities for enhanced rail services for Harrogate, Knaresborough and the villages through which it passes. Consideration is being given to two new rail halt s and to improved services between Harrogate and York, with through ticketing onto local buses. A mainline service is provided from Harrogate to London via Leeds. Additional intercity services and services to/from Manchester and its airport will benefit the Conference and Exhibition businesses whilst reducing long distance car journeys. Opportunities exist to consider the reopening of the Harrogate - Ripon - Northallerton railway and a study is proposed.

13.2.6 Opportunities also arise, principally on abandoned rail routes for cycleways radiating out from Harrogate west into Nidderdale, north through Ripon and south to join the national cycle network. Routes have been protected in the Harrogate District Local Plan. Adjustments can be made in the long term eventuality that the Harrogate - Ripon - Northallerton railway is reopened.

13.2.7 Commercial local bus services operate throughout Harrogate and Knaresborough with the main urban route running from Bilton/Jennyfield through Harrogate and Knaresborough. The Ripon - Harrogate - Leeds service offers a fifteen minute frequency during the main part of the day along the key A61 corridor. Contract services in rural areas are supplemented by those supported by the Rural Bus Grant. The recently approved Harrogate Rural Locality Partnership Action Plan proposes improvements to this core network to overcome social exclusion in rural areas with very low population densities. Significant use is being made of community transport services.

13.3 Local Objectives

13.3.1 All the County-wide objectives in Chapter 1 apply in this Policy Sub-Area. In Harrogate, Knaresborough and Ripon the emphasis is on safety and the limiting of traffic growth. Social equity is to be maintained and enhanced by provision of accessible, affordable alternatives to car travel. Containment of traffic growth and congestion will benefit the local environment.

13.3.2 Outside the main urban areas the emphasis is on safety and social equality. The Rural Transport Partnership Action Plan builds on core public transport routes and aims to extend public transport and community transport into areas of greatest need. Park and Ride is to be provided at the rural/urban interface to enable residents of rural areas beyond public transport routes to access essential services and facilities in Harrogate without adding to urban traffic.

13.3.3 The importance of tourism is recognised in that traffic restraint is aimed mainly at commuters whilst alternatives to car travel are aimed at assisting all journeys. Initiatives in the Dales and Nidderdale will wash into the west of the Policy Sub-Area. Integrated improvements to transport corridors include public transport and cycleways, to connect into Harrogate and Ripon.

13.4 Local Strategy

13.4.1 The above objectives are interpreted locally by a strategy which seeks to provide improved alternatives to the car for pedestrians (including the disabled), public transport users and cyclists. The strategy seeks to reduce social exclusion for those without access to a private car and provide an alternative for those with a car. Traffic
POLICY SUB-AREA 1
HARROGATE, KNARESBOROUGH & RIPON

Key
- Settlement
- Motorway
- A road
- B road
- Railway
- River / canal

Key to symbols
- Cycle route
- Safety schemes
- Traffic management
- Bus route infrastructure enhancement
- Public transport infrastructure
- Pedestrian/disabled facilities & walking
- Closed circuit television
- Park & ride
- Improved facilities at rail station
- Railway
- Re-instatement feasibility study

WEST YORKSHIRE

Indicative scale only.
Crown Copyright.
and parking management will offer further incentives for urban car drivers to change to more environmentally friendly modes of transport. The strategy also provides for improved safety of all road users, whether travelling by car, bus or cycle or on foot. Eight policy themes seek to:-

- Improve town centres for pedestrians
- Provide for the needs of people with disabilities
- Develop public transport
- Enhance walking facilities
- Promote cycling
- Extend traffic management and traffic calming
- Apply the parking strategy
- Enhance safety.

13.4.2 Measures are assessed in priority which places pedestrians, people with disabilities and cyclists at the top; public transport in the middle and car drivers (especially commuters) at the bottom.

13.4.3 The Harrogate District Local Plan includes policies which complement this Plan. The Local Plan policy is to minimise the need to make journeys, particularly car journeys, arising from new development.

13.4.4 Local public awareness has been raised through consultation on parking controls, traffic calming, pedestrianisation, the cycleway network, Safe Routes to Schools and provision for people with disabilities. The proposals also featured in the Harrogate District Local Plan Inquiry, and in a recent Best Value review. Presentations are made to the Environmental Forum and Chamber of Trade. Travelwise News is to be produced in a partnership between the local authorities, public transport and community transport providers. It will be delivered to every household in the District.

13.4.5 In Harrogate and Knaresborough measures are being implemented in a phased and co-ordinated way using SCOOT Urban Traffic Control to achieve pedestrian, cycle and bus priority. Signals provide advance stop lines for cyclists and comprehensive pedestrian phases. Co-ordination of signals, new and existing pelican and toucan crossings through SCOOT provide for these with minimal loss of capacity. Working with the local bus operator, transponders call for bus priority at signals. Police vehicles have also been fitted with transponders to call special signal settings when on emergency duty. Figure 1 shows the causal chain, identifying the linked effects of these co-ordinated measures and their support of County transport objectives. In Ripon measures are similarly implemented in a co-ordinated way to improve the environment in the City Centre. The emphasis is on the pedestrian environment and safety for all road users. Further consideration is being given to the routing of goods vehicles through the three urban areas.

13.4.6 Town centre improvements in Harrogate have led to the pedestrianisation of a substantial part of the centre, comprising Cambridge Street, Market Place, Station Square, Beulah Street, John Street and Oxford Street. This leaves James Street/Princess Street and Montpellier Street in the specialist Low Harrogate shopping precinct as future phases.

13.4.7 In Ripon a central traffic management scheme has opened the way for pedestrian priority measures in the Market Place and Kirkgate (which links the Market Place to the Cathedral Precinct). Funding has been principally from the Heritage Lottery Fund with support from parking revenue in Harrogate. The finished paving reflects the historical townscape linking the Market Place to the cathedral. A scheme for the Market Place has been agreed following consultation with Ripon residents converting about half of the Market Square from parking to a pedestrian piazza. This scheme is
Causal Chain
Harrogate/Knaresborough Corridor Measures

* See Harrogate & Knaresborough Cycle Implementation Plan for related cycle measures
proposed to commence in 2001. Later schemes will seek to give pedestrian priority on routes radiating out from the Market Square. Security has been improved by closed circuit TV funded mainly from parking revenue.

13.4.8 In Knaresborough work has started on the environmental works to the Market Place following consultation last year on the preferred arrangement.

13.4.9 In all three urban areas further town centre improvements are to apply a high degree of pedestrian priority in streets adjacent to the above areas. Measures include widened footways and improved road crossings with (where appropriate) signals, raised crossings and build-outs of the footways.

13.4.10 Provision for people with disabilities is implicit in all works in the highway. An extensive survey has been undertaken of disabled individuals based on a large sample of Orange badge holders and representatives of disability support groups. Problems were identified, some of which were corrected immediately. This Plan proposes to continue the work with an extensive programme of dropped kerbs followed by dealing with obstructions. The programme reflects the priorities of the disability support groups.

13.4.11 Attention is also paid to the adequacy and distribution of parking for people with disabilities and in helping voluntary organisations (e.g. CVS, Community Transport, Dial-a-Ride and Shopmobility) in providing their services.

13.4.12 Public transport is vital in attracting travellers away from cars and providing accessibility for rural areas. County and Borough Councils work with operators in developing improved services and facilities. The County Council has carried out an audit of public transport facilities and identified where improvements are needed.

13.4.13 In Harrogate and Knaresborough the emphasis is on priority to enable buses to achieve effective and reliable journey times in busy traffic. The 200 acre legally protected Stray in Harrogate and the Nidd Gorge in Knaresborough severely limit the scope for new bus roads or bus lanes. Bus priority is therefore through selective vehicle recognition at SCOOT controlled signals which will be progressively introduced on all major corridors. Quality bus shelters are installed along the corridors at the same time.

13.4.14 The A61 Leeds Road corridor is the subject of improvements at the start of the Plan Period. The sector of Harrogate to each side of Leeds Road is not as well provided with bus services as are other parts of Harrogate or Knaresborough. It is therefore proposed to investigate the possibility of a Quality Bus Partnership in which highway improvements and SCOOT facilities are offered in exchange for improved urban bus services.

13.4.15 A commitment has been made in the Harrogate District Local Plan to providing well positioned appropriately scaled, quality bus interchanges in the centre of Harrogate, Knaresborough and Ripon, all jointly funded with private sector development. Work has started on the reconstruction of Ripon Bus Station. Planning permission has been granted for the development in Knaresborough which includes a new bus station. In both cases careful consideration is given to passenger waiting facilities, information provision and to allow for coach setting down and parking.

13.4.16 The Harrogate Bus Station has been confirmed by planning inquiry, adjacent to the Rail Station, taxi rank and shopmobility premises in the town centre. The permanent facility will be provided as part of a development which includes the unused “Platform 2” of Harrogate Rail Station. It is delayed, partly due to the need for recognition by relevant agencies of the
benefits to rail users of a co-ordinated through-journey facility enabled by improved connections to buses. The present, temporary, facility falls short of desired standards. It is therefore proposed (subject to agreement with the bus operator) to carry out interim improvements to the circulation of buses into and out of the bus station and the consolidation of bus set down points within the Bus Station to improve pedestrian movement to and from the Bus and Rail Stations along and across Station Parade (the A61).

13.4.17 Chapter 6 describes support for public transport across the County, including this Policy Sub-Area. Additional initiatives are being pursued by the Harrogate District Transport Forum, involving all parties with interests in public transport and community transport. It has appointed a Partnership Officer under the Harrogate Rural Locality Transport Partnership. Unmet rural needs have been identified and an Action Plan produced to address those needs. It is the subject of further Rural Transport Partnership funding from the Countryside Agency.

Rural transport interests carry across this Area and into Policy Sub-Areas 5 and 6. The Action Plan builds on core public transport routes provided by the

<table>
<thead>
<tr>
<th>Market Town Facilities Audit - Policy Sub-Area 1</th>
<th>Harrogate</th>
<th>Hornbeam Park</th>
<th>Knaresborough</th>
<th>Penistone</th>
<th>Starbeck</th>
<th>Weston</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff - Platforms YP, Booking YP, Signal YS, N N</td>
<td>YP</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Booking of time: Y = 7 days pw, Y = day</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Public phone</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Taxi rank</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Toilet (N = no; Y = yes; WA = yes and disabled access)</td>
<td>YA</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Buffet/Coffee/Shop</td>
<td>Y</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Access for disabled</td>
<td>Y</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Trains (N = no; Q = open canopy style; Q = semi open, WR = waiting room)</td>
<td>Y</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Seats (N = no; Y = yes inside; O = yes outside; O = yes inside &amp; outside)</td>
<td>Y</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Platform Lighting</td>
<td>Y</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Shelter Lighting</td>
<td>Y</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>CCTV</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Train information (Y = yes; Y = real time info)</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Bus information (on station board)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Bus Stop at station (Y = yes; O = no; Q = distance; R = yes pel, Y = yes shelter)</td>
<td>Y</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>TT Information (N = no case; C = yes and current; O = yes but out of date)</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>O</td>
</tr>
<tr>
<td>Local information - directions to village etc</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Local information - directions to bus stop</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Cycle lockers (Y secure lockers; R = cycle rack)</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Luggage - Trains Available</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Litter Bin</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Parking - how many spaces Free? FY = free; FN = not free</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>FN200</td>
<td>FY200</td>
<td>FY4</td>
<td>FY4</td>
<td>FY50</td>
<td>N</td>
<td>FY17</td>
</tr>
</tbody>
</table>
Leeds-Harrogate-York railway, the Leeds-Harrogate-Ripon bus route and Harrogate - Pat eyley Bridge bus route. Linking bus and community transport services will penetrate the areas of need.

13.4.18 The County and Borough Councils are working with Railtrack and Northern Spirit (the operator) towards improved rail services and the possibility of two new Stations on the Leeds - Harrogate - York branch line. Ove Arup and Partners and Steer Davies Gleave have recently completed initial feasibility studies. Appraisals of patronage and revenue show the rail halts at Bilton, Harrogate and on the east side of Knaresborough to be very positive proposals. Improved services are also being considered. Work will continue with Railtrack and Northern Spirit on a detailed feasibility study leading to proposals for funding and implementation within the timescale of this Plan. It is probable that some public funding support will be required and an application will be made to the Strategic Rail Authority (SRA) for Rail Passenger Partnership funding. This Plan includes work preparatory to the RPP application.

13.4.19 Within the plan period consideration is to be given (with the West Yorkshire Authorities) to the problems of commuting into Leeds and Harrogate and between the two urban areas. Bus and rail services offer particular opporunities. Improvements in rail services generally, and in particular links to the Strategic rail network and to rail Park and Ride (possibly at Pannal and Weeton) will become increasingly important over the Plan period. Further feasibility studies will therefore be required to identify longer term opporunity areas for re-opening former railway lines such as that between Harrogate and Ripon/Northallerton. These will require the support and commitment of the railway industry.

13.4.20 Walking is widely used within Harrogate, Knaresborough and Ripon and pedestrians are given the highest priority in this Plan. Pedestrian phases are to be incorporated into all signals which are upgraded or installed as part of this Plan. In addition, provision is made for one new puffin crossing each year. Schemes are to be implemented to improve safety on particularly narrow footpaths and where, due to carriageway constraints, foot ways are overridden by vehicles. Improvements will also be made to off-road footpaths, either separately or as part of the Cycle Implement at ion Plan (below).

13.4.21 Residential area traffic calming produces an attractive, safer environment for pedestrians by reducing traffic speed to 20 mph. Raised crossings are provided at significant crossing points elsewhere foot ways are built out or pedestrian refuges provided.

13.4.22 This Plan proposes continuation of the Safe Routes to School programme (see Chapter 8). Working with the students, the programme identifies and removes hazards thus increasing confidence in walking to and from school. Secondary benefits are a reduction in car traffic at the school gate and the instilling of the walking habit for later life. Walking is also a significant element in commuter plans and is commonly used by conference delegates moving between their hotels and the Conference Centre.

13.4.23 The 1993 Cycling Strategy for Harrogate and Knaresborough has been superseded by a county-wide strategy with an Implementation Plan for Harrogate and Knaresborough compiled in consultation with the Harrogate Cycle Group. The revised cycle network will be included in the revised District Local Plan. The 80 km network is to be implemented at a cost of £2.1 million over a period determined by the rate at which funding is available. The target is for 15% of work and 20% of school journeys to be by bicycle when the network is completed.
Schools in Harrogate and Knaresborough are engaged in promoting cycling with a growing number of 10-12 year olds receiving cycle training each year. Cycle parking spaces will continue to be provided where needed, with particular facilities at central car parks and interchanges. The cycle network is a key element of the commitment to providing alternatives to the car, particularly for distances up to 5 miles. A cycling action plan will also be drawn up for Ripon, in consultation with local cycle groups. Links to the National Cycle Network are proposed from Harrogate, Ripon and the Yorkshire Dales. Substantial lengths are located on disused railway routes and a 700 metre traffic free route alongside the live railway towards the centre of Harrogate.

13.4.24 The Harrogate District Local Plan requires provision of cycle routes and cycle parking standards in new development. Secure cycle parking has, and continues to be provided at centres, public places and interchanges. With a framework of basic routes in place demand can be assessed for enhancement of facilities when required. For large numbers of commuters an alternative to motor vehicle congestion will be available enabling a significant shift in commuting culture and freeing motor vehicle facilities for public transport, visitors and local people with unavoidable motor transport needs.

13.4.25 The SCOOT Urban Traffic Management System is to be extended along main corridors in Harrogate and Knaresborough as the means of providing bus, pedestrian and cycle priority at signals. Co-ordination of signals and controlled crossings will minimise delays to traffic. Controls on commercial vehicles will address areas where weight restrictions or advisory routes should apply. Particular emphasis will be on Ripon and Knaresborough.

13.4.26 Traffic Calming has been introduced on 32km of road in Harrogate and Knaresborough saving an estimated 41 accidents a year. A combination of 20 mph ramps (or raised crossings), narrows, chicanes and central refuges are used, as best suit the location. It is also to be applied to parts of Ripon where increased traffic from Nidderdale and the Dales on feeder routes into the city has caused environmental and safety concerns. Calming is now being introduced in villages and this will be continued in the current financial year and in subsequent years during the period of the Plan.

13.4.27 Parking Policy is an important element of the local strategy. A distinction is made between long stay parking used primarily by workers who travel at peak times and short stay parking for shoppers, tourists and conference delegates. Those visitors who stay overnight leave their cars at their hotels and walk to the Conference Centre and town centres.

13.4.28 To be of value the above “carrots” need to be balanced by the “stick” of parking controls, particularly for commuters in the urban areas. Controls have been applied to over 3,500 on-street parking spaces to prevent long stay parking on all streets within 800 metres of central Harrogate. Eight of the ten public car parks are priced for short stay parking resulting in under 7% of the spaces in them being occupied by long stay parking. This leaves only 500 spaces close to central Harrogate suitable for long stay parking. It is proposed to reduce this still further when Park and Ride comes on stream. On-street Pay and Display parking is part of the controlled parking referred to above. It raises substantial revenue which is ringfenced for transport use in Harrogate District.

13.4.29 Similar controls have been applied to parking in central Knaresborough. Long stay parking is restricted to two car...
parks on the outer edge of town, one on the A59 approach from Harrogate and the other on the A59 approach from the A1, York and the southern Bypass. The small size of Knaresborough places these edge of town car parks within walking distance. Nevertheless, a successful Park and Ride operation has been established for the summer months, between the two car parks and the town centre. This is funded from parking revenue and contributions from the Town Council and Chamber of Trade. Residents’ parking controls are being considered for streets near the town centre.

13.4.30 Public parking in central Ripon is subject to controls which prevent long stay parking. An area west of the Market Place is currently used for informal parking of which a substantial portion is long stay. This site is subject to "brownfield" development proposals which will displace the parking. An alternative site is to be developed on the south side of the city access from the A61 bypass. The result will be edge of City Park and Ride for Ripon similar to that in Knaresborough. All central long stay parking will then disappear. Coach parking is to be provided next to the city access from the A61.

13.4.31 These controls have achieved the target that long stay parking within 800m of the urban centres is reduced to under half the 1992 level. The target will be maintained by policies which provide for all new long stay parking to be provided in association with edge of town Park and Ride. Active consideration is also being given to more effective enforcement through Decriminalised Parking throughout the District within the timescale of this Plan.

13.4.32 Development parking standards are to be reviewed to take account of the revised PPG13 and the Regional Transport Strategy.

13.4.33 Park and Ride plays an important role in parking policy, particularly to enable day visitors and commuters to access urban employment and facilities without adding to urban traffic.

13.4.34 Park and Ride sites have already been described for the outer edge of Knaresborough and Ripon. Two Park and Ride sites are proposed for Harrogate, one on the A61 Wetherby Road to serve traffic approaching from the south and east and one at New Park to serve traffic approaching from the north and west. W S Atkins have studied the proposal and have concluded that the chosen sites are the most appropriate and are viable. Shuttle buses will be given priority routes and subsidies can be funded from town centre parking revenue if necessary. The development of the first site is to start in 2001. This bid includes requests for major funding for the completion of the first site and the provision of the second site. Each site represents a significant scheme with costs in excess of £250K.

13.4.35 Harrogate Park and Ride proposals were considered at length in the District Local Plan Inquiry. The Inspector concluded: "The Council see park and ride as part of a package of measures aimed principally at securing car parking spaces in the town centre for short stay users and reducing urban traffic congestion, especially at peak times. These aims are in accord with current Government policy and guidance. PPG13 says that (local) plans may include provision for park and ride schemes to encourage use of public transport and improve the accessibility of urban centres. These can include urban fringe parking areas served by buses. Such schemes are usually designed to avoid excess urban congestion and might increase the total stock of public parking. I therefore consider that the basic requirements for park and ride are definitely met in Harrogate. I do not accept that Harrogate is either too small or so different from other towns as to make park and ride inappropriate and no evidences to explain why this might be so."
has been advanced. Park and ride would assist in retaining central area parking for shoppers and visitors as well as helping reduce peak hour congestion. Whilst other towns that already have park and ride facilities may be larger than Harrogate, this does not prove that there is a size threshold for park and ride or that Harrogate is below it.

13.4.36 Park and Ride is seen as crucial to removing remaining long stay parking and reducing traffic congestion in central Harrogate whilst still allowing the sparse rural population access to essential facilities, services and employment in the town.

13.4.37 Local Highway Schemes are, in the main, limited to those necessary for safety reasons, but a package of schemes for routes west of Ripon Market Place, costing in excess of £250 K, is aimed at relieving congestion in the Market Place, reducing a pollution hot spot on High Skellgate and widening narrow footways. This package comprises a link road to and across a brownfield development site and widening of Firby Lane and Coltsgate Hill. It is proposed that the widening of Coltsgate Hill will be phased over years 1 and 2 of the Plan period. A major/minor scheme is included for this area in Appendix 2.

13.4.38 The measures outlined in this chapter are expected to constrain traffic by influencing journeys which start or finish within the Policy Sub-Area. As time progresses and these measures take effect, through traffic will constitute an increasing element of traffic in Harrogate and Knaresborough. Work on the Regional Transport Strategy assumed that similar towns benefit from Bypasses or relief roads. Proposals have been made for the Northern and Western relief roads to serve this purpose, with Killinghall Bypass included in the package where the two relief roads meet on the northward A61. They have been dropped from recent TPP submissions and from this LTP. Nevertheless, through traffic may cause severe problems in the medium to long term.

13.4.39 This LTP includes a review of through traffic in 2003/04. It will include assessment of the effects of connecting the M1 to the A1 south of Leeds. No road user charges or workplace parking charges are proposed in the period to 2006. The Draft Regional Transport Strategy envisages that such charges will not be applied to urban areas like the ones in this Policy Sub-Area in the early part of the period covered by the RTS to 2016.

13.5 Programme

13.5.1 The programme for Harrogate and Knaresborough is a continuation of the three year TPP Harrogate Package programme. Package support has been enhanced by additional funding, principally from on-street parking charges. It is envisaged this enhancement will continue throughout the Plan period.

13.5.2 The programme for 2000/2001 includes provision for the completion of improvements to Knaresborough Market Place. Completion of SCOOT on A661 Wetherby Road and its extension to the A59 Harrogate-Knaresborough Road, providing pedestrian, cycle and bus priority with coordinated signals.

13.5.3 In Ripon safety work is to be undertaken at the A6108 “Clock Tower” junction and at Firby Lane. In rural areas safety work will concentrate on the A61 between Harrogate and Ripon and at key junctions elsewhere. Traffic Calming is to be installed on Penny Pot Lane and schemes will be prepared for the B6165 at Scotton and for Burton Leonard village.

13.5.4 Support is also to be given to construction of the cycle network and cycle parking, the introduction of pelican crossings, traffic calming and the removal of problems facing people with disabilities.
3.5.5 This Plan provides for:

- Substantial completion of pedestrianisation of the three urban centres.
- Improvements to Public Transport Infrastructure on certain key corridors and at rail stations.
- Implementation of the major Park and Ride proposals as identified substantial schemes.
- Progressing improvements to the public transport interchanges at Harrogate, Knaresborough and Ripon.
- A Feasibility Study into the potential for re-opening the Harrogate - Ripon - Northallerton railway.
- Public transport/community transport to serve rural areas.
- Completion of the Harrogate and Knaresborough cycle network (subject to funding).
- RPP supported bids for two new rail halts.
- Completion of phased introduction of SCOOT with bus, pedestrian and cycle priority, and furt her pelican, puffin and toucan crossings.
- Effective traffic calming and safety schemes at identified locations.
- Continued improvements for people with disabilities.

13.5.6 Local safety schemes, traffic calming, rural cycleways, Travelwise and Safe Routes to Schools work will continue throughout the Plan period.

---

### Table - Policy Sub Area 1: Harrogate, Knaresborough and Ripon 2001/02 to 2005/06 BID

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Programme for 2000/01 £k</th>
<th>2001/02 £k</th>
<th>2002/03 £k</th>
<th>2003/04 £k</th>
<th>2004/05 £k</th>
<th>2005/06 £k</th>
<th>Total BID £k</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transport</td>
<td>93</td>
<td>200</td>
<td>80</td>
<td>50</td>
<td>120</td>
<td>90</td>
<td>540</td>
</tr>
<tr>
<td>Park and Ride</td>
<td>225</td>
<td>175</td>
<td>600</td>
<td></td>
<td></td>
<td></td>
<td>1,000</td>
</tr>
<tr>
<td>Local Safety Schemes/Road Safety/Traffic Calming</td>
<td>392 *</td>
<td>425</td>
<td>400</td>
<td>415</td>
<td>360</td>
<td>350</td>
<td>1,950</td>
</tr>
<tr>
<td>Traffic Management</td>
<td>195</td>
<td>125</td>
<td>40</td>
<td>60</td>
<td></td>
<td></td>
<td>450</td>
</tr>
<tr>
<td>Pedestrian Facilities and Walking</td>
<td>120</td>
<td>250</td>
<td>220</td>
<td>220</td>
<td>220</td>
<td>350</td>
<td>1,260</td>
</tr>
<tr>
<td>Cycling</td>
<td>50</td>
<td>120</td>
<td>135</td>
<td>100</td>
<td>100</td>
<td>400</td>
<td>855</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>655</strong></td>
<td><strong>1,415</strong></td>
<td><strong>1,135</strong></td>
<td><strong>1,415</strong></td>
<td><strong>840</strong></td>
<td><strong>1,250</strong></td>
<td><strong>6,055</strong></td>
</tr>
</tbody>
</table>
14.0 POLICY SUB-AREA 2: SCARBOROUGH

14.1 Description of the Area

14.1.1 This policy sub-area is centred on the town of Scarborough, which is the second largest urban area in North Yorkshire and Britain's first seaside holiday resort. This role and the historic character and layout of the town have a major influence on the traffic and transportation problems of the area. The policy sub-area also covers the major areas of industrial development and employment in the southern part of the urban area of Scarborough town as well as the nearby villages and holiday complexes.

14.1.2 The second major component of the area is the small seaside resort of Filey which relies heavily on Scarborough for tourism facilities and employment. Public transport connections between the two towns are presently limited.

14.2 Problems and Opportunities

14.2.1 The location of key tourist destinations and the major holiday camps at opposite ends of the area and the lack of a connection from the A64 to the seafront areas impose considerable pressure on the road system in the central part of Scarborough. The limitations imposed by the sea to the east on the development of a balanced highway infrastructure exacerbates the problem. The remoteness and relative inaccessibility of the area dictate that many visitors have little alternative to the private car for their journey and the lack of public transport between towns and in surrounding rural areas adds to the dependence on the car.

14.2.2 Both Scarborough and Filey contain many buildings of architectural and historical merit. In addition the quality of the environment needed to sustain a healthy tourist industry is recognised as being important. The need to protect the local environment, both built and natural, from the damaging effects of traffic growth therefore presents particular problems.

14.2.3 The seasonal nature of tourist traffic presents further challenges. These are associated with both the overall capacity of long stay parking facilities and the underlying need to constrain the growth in use of the private car within the town of Scarborough and between destinations.

14.2.4 Following extensive research and modelling exercises widespread parking controls are currently being implemented in and around the town centre and main tourist areas of Scarborough. This will complete the demand management strategy which has already seen the progressive removal of long stay parking from the town centre. The parking controls include on-street charging at short stay spaces in the core area and the revenue generated by this regime will be applied to expenditure supporting the LTP strategy, both in revenue and capital terms. A substantial contribution to the funding of transport within the policy area will therefore be generated locally in the future.

14.2.5 The Borough Council has secured the development of a site on the A64 adjacent to the proposed Park & Ride facility. It is anticipated that the result of recent negotiations will be a development which provides facilities ancillary to the Park & Ride site, high standard access to the A64 and some infrastructure within the site. This will directly complement the capital investment in the A64 Park & Ride site and provide associated facilities on the A64, including traffic control and signing improvements.
4.2.6 The Borough Council is also seeking the redevelopment of the Zenith site, an area of over 40 acres at the northern end of the North Bay. A proposal is being developed in partnership with a prospective developer with a view to a planning application being submitted in the summer of 2000. The scale of the proposal dictates that the mode of travel to the site and the level of on-site parking must be influenced to avoid the damaging effects of traffic growth and related disturbance on residential amenity, and that the choice of mode must be provided (or existing choices improved) by the developer or by agreements stemming from the development. The Transport Assessment for the proposal is in preparation and the extent to which private capital can fund proposals in this document for this policy area remains to be confirmed.

14.2.7 Planning approval has been given for a substantial central area redevelopment which will incorporate public transport facilities and displace car traffic further by extending the main pedestrian areas.

14.3 Local Objectives

14.3.1 The transport strategy and associated policies, and the Local Plan policies, are all directed towards the following objectives:

- Minimising the need to travel
- Minimising the impact of transport systems on the environment
- Encouraging economic development and regeneration
- Reducing congestion and its effects
- Maximising accessibility to town centre and tourist areas
- Encouraging more use of sustainable, alternative modes of transport

14.3.2 All of the core County Council objectives apply in the area although, of course, the problems and opportunities vary considerably across the area.

14.4 Local Strategy

14.4.1 The strategy addresses the need to minimise the amount of traffic using the area of Scarborough Town Centre and the A64 and A165. This is being achieved principally by parking controls, the introduction of Park and Ride and bus priorities. The effect will be augmented by capacity restraint measures, and the development of a quality bus network to bring about modal shift. Issues identified locally to be addressed are improvements to frequency, reliability, publicity and more flexible ticketing. A first step has seen the conversion of most of the town network to low-floor accessible buses through discussions with the operator.

14.4.2 Reducing car traffic by tourists during their stay is another strand to the strategy. The improvement and extension of seasonal tourist related services and developing pricing packages with the tourist industry are ways this policy aim will be achieved.

14.4.3 The importance of developing a broadly based strategy is recognised and the measures proposed are complemented by, for example:

- Integrating planning and transport strategies through the Local Plan
- Exploring the avenues for improving the range and frequency of local bus services
- Contributing to the cost of a formal rural transport partnership and other partnership ventures
- Developing with the North York Moors National Park Authority the integration of Park and Ride facilities
- Participating in joint promotions with rail operators in relation to the Esk Valley and Scarborough/Hull lines
- Pursuing extensive promotional activities with the coach trade
- Spending substantially on road safety education
14.4.4 The Borough Council is now implementing a control and charging regime in inner area streets to limit the supply of informal short and, particularly, long stay parking. Long stay parking will be available only for residents, hotel guests and some businesses in these areas. The on-street charging will generate sufficient additional revenue to permit an acceleration of certain elements of the strategy. In addition, the County Council’s Private Finance Initiative project includes Park and Ride, urban traffic control and bus priority measures which will overlap the programme set out here. The Local Transport Plan will, in due course, be amended to reflect the PFI project’s coverage and the availability of additional revenue from parking charges.

14.4.5 Town Centre and Tourist Areas are covered by proposals to extend pedestrianisation and particularly pedestrian priority measures to a number of key town centre streets in conjunction with re-development and other improvements. In order to maximise the use of road space and to accommodate bus priority measures it is also proposed to further improve the existing urban traffic control system, which has been upgraded using funding for minor capital works in the past. As noted above, the Borough Council will enter into partnership with the private sector to secure improvements associated with re-development in the town centre and tourist areas.

14.4.6 The measures implemented in association with the urban traffic control system and certain localised constraint measures will lessen the impact of HGVs in and around these areas. The opportunites are limited in this respect by the presence of the A165 strategic route which passes between the railway station and the western edge of the pedestrianised central shopping area.

14.4.7 Proposals are included to improve safety, particularly for vulnerable road users by introducing traffic calming in two residential areas and also in association with Safer Routes to School managing vehicle speeds and implementing specific facilities for cyclists and pedestrians. The package of measures in these areas will provide substantial improvements for the mobility impaired. Discussions are ongoing with Sustrans to further cycling proposals.

14.4.8 These measures will combine with reductions in traffic flow brought about by parking constraints to improve air quality, by reducing emissions.

14.4.9 Provision for people with disabilities has been the subject of considerable consultation over recent months in parallel with the introduction of town centre management in Scarborough.

14.4.10 The introduction of on-street charging and other parking controls in and around the town centre has provided a unique opportunity for reviewing parking and access facilities for people with disabilities. Every opportunity has been taken to make appropriate provision, in the right places, for disabled drivers and passengers. The capacity of local short stay parking spaces in residents’ parking zones has been designed to accommodate a level of additional parking which is consistent with parking requirements arising from necessary trips to the area by people with disabilities.

14.4.11 Extensions to the town centre pedestrian areas and rationalisation of bus stops and public transport infrastructure around the town centre will provide better access to and from the centre for the disabled public transport passenger.

14.4.12 The Borough Council’s specification for "Park and Ride" vehicles already requires a high standard for disabled access. The principal operator or local services is making substantial progress in upgrading its fleet, and...
Map 1 - Resident Parking Schemes

Key
- Proposed resident parking zone, 2 hr disc zone 9am-7pm Mon-Sat & 12noon-7pm Sunday.
- Proposed resident parking zone, 2 hr disc zone 9am-5pm Mon-Sat & 12noon-5pm Sunday.
- Proposed resident parking zone, 3 hr disc zone 9am-5pm Mon-Sat & 12noon-5pm Sunday.
- Proposed town centre on street charging zone - 2 hr max. Charges apply 10am-5pm Mon-Sat & 12noon-5pm Sunday.
- Proposed town centre on street charging zone - 2 hr max. Charges apply 10am-5pm Mon-Sat & 12noon-5pm Sunday.

Map 2 - Public Transport Plan

Key
- New road proposals
- Proposed park and ride sites
- Bus station proposal
- Principal bus routes
  - Coach parks:
    - 1 - William Street
    - 2 - Esplanade Road
    - 3 - Wernoness

SCALE

The material contained in this map is based upon Ordnance Survey map with permission of the Controller of HMSO, Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution. Scarborough Council Licence: LA079251.
infrastructure improvements will proceed in tandem with information partnership arrangements.

14.4.13 A specific set of improvement schemes is being developed to assist those with various disabilities where they are most delayed or at risk.

14.4.14 Public Transport must form a key element of the strategy in order to achieve high and attractive levels of personal mobility in these tourist areas. The Councils are anxious to avoid simply implementing Park & Ride as a means of carrying the displaced demand for parking and for future parking growth. With this in mind, proposals are being developed for Park & Tour, which will provide Park & Ride facilities to the south and north of the town offering public transport services linking the various commuter, shopping and tourist destinations between those extremities. In the longer term a facility to be known as Park & Rove, will be developed in co-operation with the hotel industry within the town. This will provide facilities for public transport borne trips into the rural tourist hinterland of the seaside resort town. The service will be integrated with the development of public transport access to the North York Moors National Park.

14.4.15 Extensive studies have been carried out by WS Atkins into the economics and the practicality of implementing Park & Ride, with associated bus priority measures and facilities within the UTC system. It is proposed that the bus priority measures will be based partly on selective vehicle detection, in order to maintain the necessary minimum capacity at the traffic signal controlled junctions on the A165 strategic route which would be mainly affected. However, it has been established that a substantial number of segregated bus lanes can be implemented on the approaches to these signal controlled junctions and elsewhere within the town, where congestion levels warrant the cost of implementation.

14.4.16 An audit of public transport facilities has been carried out by the County Council which identified where improvements are needed. A programme of bus shelter improvements has recently been completed, in partnership with the private sector. Further improvements are programmed with a view to increasing the attractiveness of radial bus services within the town. Public transport infrastructure will be extended to the rural villages around and beyond the Policy Sub Area, as service provision itself extends. Discussions have been held with the private bus operators within the area with a view to developing a comprehensive timetable information system, as set out in the recent Government initiative. This will also be related to the Park & Rove proposals already mentioned and will include facilities for the easy assimilation of public transport information, including coach journeys, for those in holiday accommodation within the town. The strategy for developing comprehensive timetable information is detailed in Chapter 6 of the Plan.

14.4.17 The Borough Council is formalising the extension of the present informal coach setting down and picking up facilities for the summer of 2000, in order to provide for setting down from the majority of coaches visiting the seafront and town centre. The logistical difficulties associated with providing extensive coach picking up facilities on-street are recognised and it has been concluded that significant areas of long stay on-street parking will have to be displaced. These measures will form the basis of quality and marketing initiatives with the coach industry which presently carries 12% of all tourist visitors to the town. The setting down facilities will be made available as a priority in the short term for parties of disabled, elderly and other specific groups.
### Market Town Facilities Audit - Policy Sub Area 2

<table>
<thead>
<tr>
<th>Town</th>
<th>Location</th>
<th>Road Markings</th>
<th>Layby</th>
<th>Bus Stop (level access platform)</th>
<th>Parking (no. of spaces)</th>
<th>Toilets (yes/No)</th>
<th>CCTV</th>
<th>TT Signage (yes/no)</th>
<th>Shelter (yes/no)</th>
<th>Seating</th>
<th>Litter Bin</th>
</tr>
</thead>
<tbody>
<tr>
<td>Filey</td>
<td>Bus Station</td>
<td>N N N</td>
<td>O O O</td>
<td>C</td>
<td>LN</td>
<td>N Y</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Railway Station Facilities Audit - Policy Sub Area 2

<table>
<thead>
<tr>
<th></th>
<th>Filey</th>
<th>Hunmanby</th>
<th>Scarborough</th>
<th>Seamer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff - Platform YP: Booking YB: Signal YS: No N</td>
<td>N</td>
<td>N</td>
<td>YP</td>
<td>N</td>
</tr>
<tr>
<td>Booking office - Y = 7 days pw, 7-8pm</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Public phone</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Taxi rank</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Toilet (N no: Y yes): YA yes and disabled access)</td>
<td>N</td>
<td>N</td>
<td>YA</td>
<td>N</td>
</tr>
<tr>
<td>Buffet/Cafe/shop</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Access for disabled</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Shelters (N no: O open canopy style: SO semi open, WR waiting room)</td>
<td></td>
<td></td>
<td>SO</td>
<td></td>
</tr>
<tr>
<td>Seats (N no: I yes inside: O yes outside; I&amp;O yes inside &amp; outside)</td>
<td>I</td>
<td>I &amp; O</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Platform Lighting</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Shelter Lighting</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>CCTV</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Train information (Y yes: Y* yes + real time info)</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Bus information (on station land)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Bus Stop at station (N no distance): YP yes pole, YS yes shelter)</td>
<td>150m</td>
<td>500m</td>
<td>YS</td>
<td>200m</td>
</tr>
<tr>
<td>TT Information (N no case: C yes and current: Od yes but out of date)</td>
<td>C</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Local information - directions to village etc</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td>Local information - directions to bus stop</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Cycle lockers (Y secure lockers; R cycle rack)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Luggage Trolleys Available</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Litter Bins</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Parking - how many spaces</td>
<td>Free? FY yes free; FN not free</td>
<td>NONE</td>
<td>NONE</td>
<td>FY 25</td>
</tr>
</tbody>
</table>

14.4.18 A Forum has been established to guide the ongoing development of policy and strategies relating to the coach industry, both in terms of visitors to the town and journeys being made from the town as a base. A programme for the delivery of significant improvements to coach parking facilities has been developed including security, refreshments, toilet facilities and information.

14.4.19 Improvements are proposed to town centre and tourist area facilities for both local and long distance bus services. Proposals have been drawn up in conjunction with impending major redevelopment within the town centre, for the rationalisation of bus stop and terminal facilities within the central area with a view to providing a structured, convenient and logical distribution of stops and passenger.
14.4.20 A study was begun in 1995 and carried out by specialist Transportation Consultants to consider the justification for a new bus station. Feasibility studies are now proposed to identify the most appropriate location and the configuration of terminal facilities.

14.4.21 It is recognised that there is merit in the provision of bus station facilities in the longer term, particularly with a view to improving the usage and facilities for longer distance services. The marketing of these services is also an objective, but in the much shorter term.

14.4.22 The parking and traffic generation studies associated with on-street parking and the future Zenith development have provided substantial information from which modelling of future public transport demand can be developed.

14.4.23 The introduction of on-street charging and other controls will generate substantial additional revenue which will in part be applied to support non-commercial services or the extension of existing commercial services. In the context of the major re-developments proposed within the town over the next few years it is intended to develop quality partnerships and, subsequently, quality contracts for the provision of certain bus services within the network.

14.4.24 In order to increase the use of rail as a means of travelling to and from Scarborough, discussions are in hand with a view to maximising the co-ordination of timetables of local bus services with those of the rail arrivals and departures both on the Hull and York lines. In view of the relatively limited numbers using rail at the present time, it is intended that developments in more heavily used rail/bus interchanges elsewhere are studied before through ticketing and more extensive marketing are carried out.

14.4.25 The County and Borough Councils are actively supporting the Yorkshire Coast Rail Line Partnership which will deliver improvements to stations, information and timetabling on the Scarborough/Hull line. Improvements at Filey Station will be achieved using SRB funds.

14.4.26 Walking as a mode of travel will benefit both from specifically targeted improvements and from other initiatives. The review of on-street parking associated with on-street charging and controls has identified a number of waiting restrictions which can be implemented to improve pedestrian crossing opportunities and safety. Together with the programme for the provision of controlled pedestrian crossings and for enhanced facilities at junctions this will further improve the ease with which pedestrians can gain entry to the town centre. For some time there has been a programme of introducing pedestrian refuges at points where the pedestrian crossing numbers are limited but the difficulty experienced by the pedestrian or, indeed, their safety is a concern.

14.4.27 The development of a small number of significant sites in the near future will provide for the extension of pedestrianisation within the central area. The developments and the associated additional pedestrian streets will serve the purposes of increasing the attractiveness of the town centre, providing better access to public transport and reducing vehicle/pedestrian conflict.

14.4.28 The Borough Council, as agent for the County Council, provides for the services of road safety staff over and above the funds available within the Agency arrangement. This has enabled the Road Safety Officer to become involved in a wide range of initiatives, primarily associated with the schools within the Policy Sub-Area. The County Council is anxious to extend the road safety work presently being
undertaken and it is intended that surplus funds from the on-street charging and controls will be used to increase and improve the services provided.

14.4.29 It is recognised that some past traffic capacity improvements at junctions have disadvantaged those with certain disabilities, notably those with sight impairments. After discussions with local representatives, a programme of minor works is being developed to address these problems.

14.4.30 Cycling does not generate a high percentage of trips in the Policy Sub-Area for a number of reasons. However, a Cycling Strategy has been developed and agreed for Scarborough with a view to encouraging cycling as a means of travel and recreation, including cycle-based tourism. The strategy provides for the extension of existing cycle facilities and improvements to other infrastructure in order to facilitate cycling and the safety of cyclists. The Borough Council is providing and encouraging the provision of additional cycle parking, in both existing and new developments. The proposed Zenith development, for example, offers a key opportunity for the marketing of cycle-based tourism, being located on the proposed national cycle network.

14.4.31 The County and Borough Councils, and the North York Moors National Park Authority, are developing proposals for cycle routes both within and to the north and south of Scarborough jointly with Sustrans. Both Councils have contributed to the cost of these studies. The implementation of cycle facilities to the north and south of Scarborough are dealt with in the descriptions of proposals for the adjacent Policy Sub-Areas.

14.4.32 SCOOT Urban Traffic Control will be incorporated into the major integrated transport scheme as a means of achieving bus priority. The present UTC system has achieved substantial improvements in capacity but is limited by the variability of traffic loading beyond what is predictable. In addition to bus priority SCOOT is expected to deliver reductions in delay of the order of 15% from studies undertaken by specialist consultants.

14.4.33 Traffic Calming has been a key element of measures in Scarborough in recent years. The Borough Council, as agent of the County Council, has established a good record for the careful targeting of expenditure on accident prevention and traffic calming funds in terms of directly reducing accidents at the sites treated. A more fundamental review of the road network within the Policy Sub-Area has been undertaken and opportunities have been identified for the more rigid imposition of a road hierarchy, which would have capacity restraint implications as well as being to the direct advantage of more vulnerable road users.

14.4.34 This has led to the development of proposals to extend traffic calming to additional roads and streets, in some cases on an area-wide basis, reinforcing the hierarchy of roads within the town. The traffic calming proposals are aimed primarily at reducing the intrusion of vehicles into inappropriate streets but will also reduce the accident potential arising from these traffic flows where the demands of access restrict the ability to exclude the traffic.

14.4.35 Opport unities presented by SRB and other funding have provided for the introduction of traffic calming into the shopping area of Filey as a means of improving the pedestrian environment.

14.4.36 There is a high level of expenditure by both the County and Borough Councils on road safety within the Policy Sub-Area and this includes education and publicity for a wider audience, in addition to the high level of access gained to the town’s schools.

14.4.37 Parking policy is fundamental to the successful implementation of all elements of the local strategy. The existing use of and demand for car parking within the town and the
opportunities for applying demand management to that pattern of use have been studied extensively by Consultants on behalf of both the County and Borough Councils, working in partnership. These studies have revealed that the existing use of parking areas by tourists is relatively inelastic to changes in the tariffs charged, but would be highly sensitive to changes in the supply/availability of parking. The studies have also indicated widespread use of on-street parking by commuters and tourists staying overnight or longer.

14.4.38 The implementation of on-street charging in the vicinity of the town centre and the control of parking to enable the provision of residents’ facilities in the areas within a short walk of the town centre and key tourist areas will be completed in June 2000. The control of parking within this “collar” around the town centre will favour residents and other specifically identified groups and discourage commuter and long stay visitor parking. The provision of facilities for parking for hotel guests will be incorporated into the scheme.

14.4.39 In the immediate short term it has been concluded that sufficient long stay parking facilities exist outside the town centre to accommodate the displaced long stay parking from the town centre and fringe streets. In the longer term the management of these parking facilities will be developed to progressively displace long stay trips to Park & Ride facilities, as these facilities become available.

14.4.40 Decriminalisation of on-street parking is being evaluated for the Policy Sub-Area. In the short term the introduction of local authority on-street enforcement, replacing Police enforcement in many parts of the centre and adjacent areas, will lead to an increase in the standard of enforcement and in the observance of the controls applied.

14.4.41 Proposals have been developed for the implementation of improved signing, in order to minimise the mileage travelled by vehicles seeking parking appropriate to their destinations.

14.4.42 Improved security has already been provided on the majority of the parking areas within the town, including the key coach facilities. A programme of improvement of security, in all parking areas, is being implemented in order to increase the usage of parking areas, thus reducing pressure on the nearby streets. Such facilities must also be a key element of any long term marketing of the town’s essential tourist industry.

14.4.43 Park and Ride was implemented in Scarborough some years ago as a means of meeting peaks of tourist demand for long stay parking. The application of Park and Ride has now been extended to cover commuters following the introduction of extensive parking controls. At the existing Park & Ride facility, on the A64, it has been demonstrated that, despite almost doubling available space, there is barely sufficient capacity to deal with demands within the tourist season and also to accommodate displaced parking as on-street controls are introduced. Investigations indicate that, in the immediate short term, the Park & Ride facilities will have the capacity to deal with week-day, commuter and other long stay demands, except for the peaks of the tourist season. The strategy proposes the extension of Park & Ride to deal with increasing demand, from all the various travel purposes - commuter, shopping, day tourist and longer stay visitors. Partnership arrangements are well advanced to facilitate the new A64 Park and Ride site.

14.4.44 It is anticipated that the significant revenues derived from the introduction of on-street parking charging and other controls will provide the means for supporting the Park & Ride services on a day-to-day basis. Detailed
projections are the subject of a further commission presently being undertaken by the Borough Council’s consultants. The Zenith proposals in the North Bay will, if implemented, require substantial adjustments to the public transport facilities within the town in order to accommodate the travel demand to the site without generating additional car-based trips. A development in the vicinity of North Street, in the town centre, will provide additional public transport facilities on the site’s frontage, extend the pedestrianised area and also produce a developer contribution to travel which is other than car-based.

14.4.45 It is intended that the Park & Ride facilities will be developed, as previously proposed as part of a PFI bid, on both the A64 and A165 to the south of the town. Further proposals will be incorporated in the Zenith development if it is granted permission and an additional Park & Ride site has been identified for the northern approaches to the town to accommodate vehicle growth beyond the five year period of this Local Transport Plan. The development of the Park & Ride site on the A64 will be supported by substantial contributions from development of adjacent land which will include the construction of the principal access to the site.

14.4.46 Local Highway Schemes form a limited part of the local strategy. These schemes fall into four broad categories. The first category is schemes associated with accident reduction and these are dealt with under a previous heading. A further group of schemes is for the improvement of UTC and, specifically, bus priority facilities associated with Park & Ride/Park and Tour. These facilities are being developed as part of the integrated transport project promoted by the County Council and the detail and extent of these measures will be determined at a later stage in the procurement process, when negotiations with a successful bidder may be undertaken. Clearly, given the considerable importance of the public transport operation within the project, the application of value engineering and value management will be critical to the formulation of this group of schemes.

14.4.47 Scarborough has no ring road or similar means of by-passing the centre of the town. Most longer distance north-south journeys pass within a very short distance of the town centre on the A165 and cannot be excluded from this route. Other journeys through the town, for example, A64 to A171, must also pass through heavily congested areas and the volumes of the trips on both the A64/A171 and A165 routes are largely beyond the control of policies applied within this area. In order to facilitate the levels of traffic which will remain after demand-management measures have been applied it is proposed to implement a diversionsary route which will take traffic further to the west of the town centre when travelling from the A64 to the North Bay. This proposal will require substantial signing improvements and some minor junction improvements, all within existing highway boundaries.

14.4.48 The final category of highway scheme proposed is the group of projects which seek to provide minor improvements to highway infrastructure, with a view to maximising the potential use of adjacent lengths of highway. This group of schemes also includes those which will provide specifically for the needs of cyclists and pedestrians on future cycle or pedestrian routes yet to be implemented and for disabled facilities on these and on existing facilities.
14.5 Programme

14.5.1 The programme for 2000/01 is shown in the first column of the bid table at the end of this Chapter.

14.5.2 This Plan provides for:
- Development of a quality bus network
- Better provision for pedestrians
- Effective traffic calming and safety schemes at identified locations
- Continued improvements for people with disabilities
- Development of Park and Ride, Park and Tour and Park and Rove
- Continued improvements to public transport infrastructure
- Introduction of on-street charging and other parking controls
- Better provision for cyclists
- Local highway schemes

### TABLE - POLICY SUB AREA 2 - SCARBOROUGH 2001/02 TO 2005/06 BID

<table>
<thead>
<tr>
<th>SCHEME</th>
<th>PROGRAMME FOR 2000/01 £K</th>
<th>2001/02 £K</th>
<th>2002/03 £K</th>
<th>2003/04 £K</th>
<th>2004/05 £K</th>
<th>2005/06 £K</th>
<th>TOTAL BID</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transport</td>
<td>100</td>
<td>285</td>
<td>220</td>
<td>170</td>
<td>170</td>
<td>70</td>
<td>915</td>
</tr>
<tr>
<td>Local Safety Schemes/Road Safety/Traffic Calming</td>
<td>100 *</td>
<td>350**</td>
<td>130</td>
<td>90</td>
<td>90</td>
<td>205</td>
<td>865</td>
</tr>
<tr>
<td>Traffic Management</td>
<td></td>
<td>145</td>
<td>115</td>
<td>75</td>
<td>260</td>
<td>75</td>
<td>670</td>
</tr>
<tr>
<td>Pedestrian Facilities and Walking</td>
<td>10</td>
<td>50</td>
<td>50</td>
<td>30</td>
<td>50</td>
<td>50</td>
<td>230</td>
</tr>
<tr>
<td>Cycling</td>
<td></td>
<td>25</td>
<td>100</td>
<td>110</td>
<td>100</td>
<td>80</td>
<td>80</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td>235</td>
<td>930</td>
<td>625</td>
<td>465</td>
<td>650</td>
<td>480</td>
</tr>
</tbody>
</table>

* Includes Traffic Management

** Includes £100k for advanced works A165 Scarborough to Leberston
Selby District is the southernmost part of North Yorkshire. The area is split by the rivers Aire, Ouse and Wharfe. River crossings are limited in number and have a direct effect on transport issues in the area, particularly the crossing of the Ouse in Selby town.

The main settlements are Selby (population 20,870), Tadcaster (5,810) and Sherburn in Elmet (5,750). The area is greatly influenced by the presence of York on its northern boundary, Doncaster to the south and Leeds, Pontefract and Castleford to the west. As a result there is a high number of work trips both into and out of the District. Although the area has the appearance of being, for the most part, rural/agricultural, there are major industrial locations including the mine shaft sites and the Gascoigne Wood Drift Mine associated with the Selby coalfield, the power stations at Drax and Eggborough, and the extensive and expanding industrial areas at Sherburn in Elmet and Eggborough. Quarrying, the breweries in Tadcaster and the mills in Selby and Barlby also generate significant traffic movements in the area.

The M62 runs east-west through the southern part of the area with access at the A19 Whitley Interchange. It forms the main route from Leeds to Hull and the Humber Bridge. The A1(M)/A1 is the major north-south route through the western edge of the area. The A1- M1 Yorkshire Link is accessible at Bramham Interchange. The A64(T) Leeds-York-Scarborough Trunk Road provides the main east-west route through the northern part of the area and links with the A1(M) 1at Bramham. The A19 is the major north-south route from Doncaster-Selby-York-Teesside. It currently has Trunk Road status north of Selby but is proposed for de-trunking. The A63 Leeds-Hull Trunk Road which is also proposed for de-trunking provides a link from Selby to the A1 at Selby Fork. The A1041 Trunk Road south of Selby is proposed for de-trunking and joins the A645 County Road to link with the M62 at Airmyn. The A162 Brotherton to Tadcaster road provides access from the industrial area at Sherburn in Elmet by way of the A63 to A1 at Selby Fork. The route north of Sherburn in Elmet suffers from the limited interchange facilities at the A64 which forces vehicles through Tadcaster by way of the A659 to access the A64 west or A1 north.

The East Coast Main Line railway runs north-south through the area and is accessible at York, Doncaster and Leeds. The Selby District itself has five stations, the principal one being Selby, from where commuter journeys to York, Leeds and Hull are possible. Additionally regional routes operate between Leeds and Hull, Leeds and York and to the south of the area, Knottingley and Goole. The rail network also provides important links for rail freight, especially the transportation of coal to the power stations in the area and from a block-making plant utilising power station ash.

Bus infrastructure in the area varies in quality. There are bus stations at Selby and Tadcaster, both of which are inadequate and need to be improved. The bus network is provided by one main operator, Arriva, through a mixture of commercial and contract services. Rural Bus Grant is being utilised to enhance routes in the area, notably the Tadcaster-Pontefract corridor.

There are three navigable waterways in the area, the River Ouse, the Knottingley and Goole Canal and the Selby Canal.

(a) There are wharf facilities on the River Ouse at Selby and York. Up to four
ships per month use the river up to Selby and 8-10 barges per month travel to the mill upstream of Selby Swing Bridge. From Selby to York and further upstream the use is predominantly by pleasure craft.

(b) The Knottingley and Goole Canal is part of the Aire and Calder Navigation within the Selby area. It has wharf facilities at Whitby but these are currently not used. The Canal links the Ouse at Goole with the Leeds and Wakefield areas and is used commercially for the transport of such products as aggregates and sand.

(c) The Selby Canal links the River Aire at West Haddlesey with the River Ouse at Selby. It is predominantly used by leisure craft and is maintained to a standard appropriate to this use.

15.2 Problems and Opportunities

15.2.1 The principal issue in the Selby Area is the difficulty created by the River Ouse crossing in Selby Town and the fact that the A19 north-south route and the east-west A63 meet at the town to make use of this facility. The fact that the river bridge has to open, to allow passage of shipping, adds to the congestion and delays. The Government has announced that work is to start on the construction of a Selby Bypass in the financial year 2001/2002. Completion of the Bypass will remove through traffic from the town and relieve congestion. It will also enable traffic management proposals to be developed and considered to bring about further improvements in the environment and amenity of the town for all groups of road users. The construction of the Selby Bypass will provide access to land for industrial development which could also enable better wharfage facilities to be made available on the River Ouse, opening up the opportunity for a potentially greater use of the river.

15.2.2 The County Council is extremely concerned about the number of accidents occurring on the A64 Trunk Road and supports the Highways Agency’s proposals to carry out improvement schemes at Colton Lane and Tadcaster Bar and to pursue the closure of central reserve gaps. The County Council requests that the junction at Tadcaster Bar should provide for all movements on and off the A64. This will provide environmental improvements to Tadcaster by enabling traffic to and from theIslington Industrial Estate access/egress arrangements to and from the A64 without the need to travel through the town centre.

15.2.3 The growth of industrial development at Sherburn in Elmet has generated a considerable increase in the movement of heavy commercial vehicles, particularly in the western half of the Area. The imposition of HCV restrictions on Brot her ton, Sherburn in Elmet area and north of Tadcaster has gone some way towards controlling these movements. However, vehicles travelling to or from the A1 north still need to pass through Tadcaster because of the lack of connections between the A162 and the A64 Trunk Road. Over the last six years the number of heavy goods vehicles travelling through Tadcaster by way of the A162 has increased significantly. As development continues at Sherburn in Elmet similar increases are likely over the plan period.

15.2.4 To address this issue discussions are being held with existing businesses and future developers regarding provision of an intermodal terminal at Sherburn in Elmet and contributions to the upgrading of the A162/A64 junction. Concern has been expressed over the movements of HCVs from Sherburn in Elmet across Selby Common. A need has been identified to exercise more control over vehicle movements in the Tadcaster area. A comprehensive survey of vehicle movements in the area has recently been carried out, from which traffic management proposals will be developed. These movements will continue to be
monitored. The problems caused by movement of heavy goods vehicles between the A63 west of Selby and the A19 to the south will also be assessed.

15.2.5 The most widespread concern expressed by villagers in the area is the speed of traffic. Requests for speed limits, speed limit reviews, traffic calming and local safety schemes form the bulk of the problems identified by residents.

15.2.6 Use of the Selby Canal by leisure craft has increased significantly in recent years and this route could be upgraded for commercial use if a viable level of cargo traffic were available. With the potential for access to the Aire and Calder Navigation at Whitley there is clearly an opportunity to promote the use of this facility, particularly bearing in mind the growth of industry in the Eggborough area and the presence of two power stations.

15.2.7 An opportunity exists for greater commercial use of the River Ouse, which links North Yorkshire with Mainland Europe. There is potential for movement of 2,000 tonnes per vessel from Selby and 300 tonnes between Selby and York. Selby is the furthest inland port in the UK. It serves an area including York, Doncaster, Leeds and Hull, but is in direct competition with the major ports of Hull and Goole, as well as the smaller inland port of Howdendyke in the East Riding of Yorkshire. Recent traffic flows through the port have declined substantially, mainly due to competition from the other ports and the limitations of the size of vessel able to be accommodated at Selby. The key restriction on size of vessel is provided by the “No Man’s Friend Bend” east of Selby. This constraint prevents use of the European standard small trader vessels, which limit the markets which Selby can serve.

15.2.8 Local bus services in the area are provided through a mixture of contract and commercial routes. The principal operator (Arriva), maintains a network of commercial services along the key corridors of Selby-Ricall-York; Selby-Cawood-York; Selby-Leeds and Selby-Doncaster. Evening and Sunday services are provided commercially between Selby-York and under contract on the other two key corridors.

15.2.9 Another important corridor is Tadcaster-Sherburn-Pontefract where recent Rural Bus Grant expenditure has improved the level of service. This has particularly been the case at Sherburn in Elmet where, in view of the expanding industrial estate, new bus services to the estate from Selby, Castleford, Pontefract and Tadcaster have been introduced.

15.2.10 The frequency of services away from these main corridors is variable with, in some cases, only a weekly market day service operating.

15.2.11 The County Council, in partnership with other agencies, has been successful in an application for RTP funding for a Rural Transport Partnership in this area. An Action Plan has been approved and detailed first year projects are now being implemented. These include:

- Improved co-ordination of existing community vehicles;
- the introduction of local services to provide the opportunity for unemployed people to access employment;
- flexible local volunteer run community bus services.

15.2.12 The RTP will support the development of a complimentary network of community transport services and will make better use of existing community transport resources.

15.2.13 There are three market towns in this area, Selby, Sherburn in Elmet and Tadcaster. An audit of bus stop waiting facilities at these market towns has been carried out and improvements to the infrastructure at
the central location in each is being progressed. In Selby the bus station is approximately 140 m from the railway station. This provides the opportunity to develop a transport interchange, with through ticketing between rail and bus possibility. By providing the right level of comfort and convenience it is anticipated that increasing numbers of commuters can be persuaded to leave their cars at home and travel to the railway station by bus. The recently announced imminent introduction of a direct rail service to London will also provide the possibility of further integrated travel opportunities.

15.2.14 The Trans Pennine Trail which is a 205 mile cycle route linking Hull with Liverpool and forming part of the National Cycle Network, passes through the Selby Area. It is due to be completed by the end of 2000. It enters the County south of Hemingbrough and continues to Selby with a spur to the north to York. The Hemingbrough to York section also forms part of the Hull - York - Middlesbrough cycle route. The Trans Pennine Trail then turns south to leave the County by way of the River Aire bridge at Carlton. These routes are aimed at a wide variety of users, including local trips to school, work or shopping as well as recreational use. The County Council is active in implementing the completion of the network and recognises the benefits to be gained from extending cycle routes beyond the Trail and the Sustrans Network.

15.3 Local Objectives

15.3.1 All the County objectives in Chapter 1 apply in the Policy Sub-Area but recognising the particular needs of the area, the following objectives will receive highest priority:

- To manage the overall demand for travel into and through the area and to increase the use of accessible, affordable alternatives to car transport, such as walking, cycling and the use of public transport.

- To reduce the impact of non-essential HCV traffic in both the urban and rural areas.

- To improve road safety and reduce the annual number of road injury casualties.

- To enhance the infrastructure in order to underpin the major economic activities in the area.

15.4 Local Strategy

15.4.1 On completion of the Selby Bypass the County Council will examine the opportunities for implementing traffic management measures to further enhance the amenity and environment in the Town, looking at the needs of all road users.

15.4.2 Further studies have been carried out to determine the movement of traffic in the Tadcaster area and, in co-operation with local bodies, schemes are being developed to remove non-essential traffic from the Town Centre, to give priority to pedestrians, and to address the problems at locations with a record of personal injury accidents.

15.4.3 In view of the likely growth of HCV traffic from Sherburn in Elmet requiring access to or from the A1 North, the County Council in consultation with the Highways Agency is seeking funding by way of its own resources and developer contributions for improvements to the A162/A64 junction to provide multi-directional access to and from the A64. The movement of HCVs over Selby Common is being monitored. Studies have been carried out to establish the movement of HCVs in the area between the A63 and the A19 to the south-west of Selby and, where necessary, measures will be introduced to control these movements. The County Council will establish a Freight Quality Partnership to consider freight movement around the Sherburn in Elmet industrial area.

15.4.4 Traffic speeds are being addressed by the revision or introduction of speed
limits and by improved signing. Where personal injury accidents have been recorded, traffic calming/local safety and gateway schemes will be developed. Traffic calming or local safety schemes have already been introduced at 11 locations on the County Road network in Selby District. The second phase of traffic calming at Flaxley Road, Selby and Sherburn in Elmet will be completed in 2000/2001, to be followed by schemes at 4 other locations later in the same period. A further twelve locations are identified on the reserve list for future traffic calming/gateway schemes and two of these will be implemented in year 1 of this Plan.

15.4.5 The County Council will assess and seek to develop the opportunities for provision of intermodal terminals at Selby (Road/Rail/River) and at Sherburn in Elmet (Road/Rail).

15.4.6 Following the audit of facilities in market towns, public transport infrastructure will be developed at the following sites:
- Selby Bus Station
- Tadcaster Bus Station
- Sherburn in Elmet

15.4.7 Further investigation will be carried out into the feasibility of developing a bus/rail interchange at Selby.

15.4.8 The County Council is working with bus operators and neighbouring authorities to develop the following key bus corridors:
- Selby-Leeds
- Selby-York
- Selby-Doncaster
- Tadcaster-Sherburn in Elmet-Pontefract
- Selby-Google

15.4.9 It is the intention to improve the Selby-Leeds corridor to coincide with the development of the East Leeds Guided Busway and take the best advantage of investment in low floor accessible vehicles that will result.

15.4.10 An analysis of passenger facilities is being conducted in co-operation with the relevant bus operators along these routes. Improvements in infrastructure, vehicle quality and service frequency will be developed in tandem to increase public transport use and encourage motorists to make the switch from the car.

15.4.11 An audit of facilities at rail stations has been completed and its findings discussed with the SRA. Improved information provision, signing and passenger waiting facilities and access will be undertaken in conjunction with Railtrack and the Train Operating Companies. Additionally, following discussions with Railtrack and the outcome of an initial feasibility analysis carried out during transpennine franchise development, consideration will be given to economic feasibility studies for new stations at Thorpe Willoughby and Cliffe.

15.4.12 Local cycling plans will be developed for the following locations:
- (a) - Selby
- (b) - Tadcaster
- (c) - Sherburn in Elmet

The Plans will identify specific measures to be put in place aimed at improving safety and convenience for existing cyclists and encouraging new cycling opportunities as an alternative to motorised transport. The timetable for the development and implementation of the plans will be determined following consultation with the Selby District Council. A Local Working Group has been set up in the Sherburn in Elmet area to develop and progress the plan for that area.

15.5 Programme

15.5.1 Following the recent completion of speed limit reviews at four locations in the Selby area, work is continuing on reviews at four other locations. A further seven requests have been received for speed limits to be reviewed.
### MARKET TOWN FACILITIES AUDIT - POLICY SUB AREA 3

<table>
<thead>
<tr>
<th>Town</th>
<th>Location</th>
<th>Road markings</th>
<th>Lay-by</th>
<th>Bus Stop Location (other locations on plan)</th>
<th>Part (N = no; C = wet; O = yes)</th>
<th>Shelter (N = no; LV = Limited; Y = yes)</th>
<th>Seating</th>
<th>Litter Bin</th>
</tr>
</thead>
<tbody>
<tr>
<td>TADCASTER</td>
<td>Station Rd (out)</td>
<td>Y</td>
<td>N</td>
<td>LP</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td></td>
<td>Station Rd (in)</td>
<td>Y</td>
<td>N</td>
<td>LP</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td></td>
<td>Kirkgate (in)</td>
<td>Y</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>High St (in)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>High St (out)</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Bus Station</td>
<td>Y</td>
<td>Y</td>
<td>PxlLpx2</td>
<td>O</td>
<td>C</td>
<td>LNx2</td>
<td>Y</td>
</tr>
<tr>
<td>SHERBURN</td>
<td>Moor Lane opposite pub</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Moor Lane Health Centre</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>LP</td>
<td>CC</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>North Drive</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>LP</td>
<td>CC</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Kirkgate</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>LP</td>
<td>O</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Low street</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>LN</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Low street</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>CC</td>
<td>Y</td>
<td>LN</td>
<td>Y</td>
</tr>
<tr>
<td>SELBY</td>
<td>Leeds Road</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Gwarthorpe</td>
<td>Y</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Bus station</td>
<td>N/A</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>LNx5</td>
<td>Y</td>
</tr>
</tbody>
</table>

### RAILWAY STATION FACILITIES AUDIT - POLICY SUB AREA 3

<table>
<thead>
<tr>
<th>Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Church Farnley</td>
</tr>
<tr>
<td>Hassall</td>
</tr>
<tr>
<td>Selby</td>
</tr>
<tr>
<td>Sherburn</td>
</tr>
<tr>
<td>South Milford</td>
</tr>
<tr>
<td>Lichfield</td>
</tr>
<tr>
<td>Whitley Bridge</td>
</tr>
<tr>
<td>Staff / Platform Visit: Booking: VB; Signal: VS; No N</td>
</tr>
<tr>
<td>Booking office - Y s 7 days per, 7-8pm</td>
</tr>
<tr>
<td>Public phone</td>
</tr>
<tr>
<td>Ticket office</td>
</tr>
<tr>
<td>Toilet (N = no; Y = yes; Ys = yes and disabled access)</td>
</tr>
<tr>
<td>Buffet/Shop/Gift shop</td>
</tr>
<tr>
<td>Access for disabled</td>
</tr>
<tr>
<td>Shelter (N = no; Y = yes; Ys = yes and disabled access)</td>
</tr>
<tr>
<td>Seating (N = no; Y = yes; Ys = yes and disabled access)</td>
</tr>
<tr>
<td>Platform Lighting</td>
</tr>
<tr>
<td>Shelter Lighting</td>
</tr>
<tr>
<td>CCTV</td>
</tr>
<tr>
<td>Train information (N = no; Y = yes; Ys = yes and disabled access)</td>
</tr>
<tr>
<td>Bus information (on station level)</td>
</tr>
<tr>
<td>Bus stop at station (N = no; Y = yes)</td>
</tr>
<tr>
<td>TT Information (N = no; Y = yes)</td>
</tr>
<tr>
<td>Local infrastructure - directions to town etc</td>
</tr>
<tr>
<td>Local infrastructure - directions to bus stop</td>
</tr>
<tr>
<td>Cycle lockers</td>
</tr>
<tr>
<td>Luggage Trolleys Available</td>
</tr>
<tr>
<td>Litter Bin</td>
</tr>
<tr>
<td>Parking - how many spaces: Free? Y = yes; N = no</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Town</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYCC</td>
</tr>
<tr>
<td>LT</td>
</tr>
<tr>
<td>Chapter E</td>
</tr>
</tbody>
</table>

---

**Section C**
Policy Sub-Area 3 - Bus Network

Key
- Bus service 6 or more days a week
- Bus service less than 6 days a week

The material in this map is based upon an Ordnance Survey map with permission of the Controller of H.M.S.O. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution. NYCC Licence: LADS76783.
and these will be dealt with in turn.

15.5.2 In the early part of 2000/2001 the second phase of traffic calming will be completed at Flaxley Road, Selby and Sherburn in Elmet, to be followed later in the year by traffic calming or local safety schemes at Thorpe Willoughby, Kellingley, Barkston Ash and the A162 north of Brot herton. A further twelve locations are identified on the reserve list for future traffic calming/gateway schemes. Implementation of these schemes in future years will be dependent on a priority assessment based on the record of personal injury accidents and budgetary constraints, although two of the highest priority schemes will be implemented in 2001/02.

15.5.3 Safety studies will be carried out at specific locations on the major traffic routes, to be identified by reference to the record of personal injury accidents. A programme of safety improvements at three locations on the B1222 and one on the B1244 has been identified for 2001/02.

15.5.4 The Sherburn in Elmet/South Milford Cycling Working Group is developing the cycling plan for that area. Those facilities which are identified and can be implemented within the available budget will be provided. Similar plans will then be developed for Selby and Tadcaster.

15.5.5 Improvements to passenger waiting facilities, including the provision of comprehensive information, are being developed at Tadcaster bus station.

15.5.6 New or refurbished waiting facilities at bus stops, together with associated highway improvements to provide disabled access, are being prepared at key sites along the following corridors:
- Selby - Sherburn in Elmet - Leeds
- Selby - Cawood - York
- Selby - Riccall - York

15.5.7 In summary this Plan provides for:
- Continued improvements to public transport infrastructure
- The development and implementation of local cycling plans
- Effective traffic calming and safety schemes at those locations already identified and at other locations where there is a record of personal injury accidents
- Reducing the impact of non-essential HCVs.
- Development of a Freight Quality Partnership

---

**TABLE - POLICY SUB AREA 3 - SELBY DISTRICT 2001/02 - 2005/06 BID**

<table>
<thead>
<tr>
<th>SCHEME</th>
<th>PROGRAMME FOR 2000/01 £K</th>
<th>2001/02 £K</th>
<th>2002/03 £K</th>
<th>2003/04 £K</th>
<th>2004/05 £K</th>
<th>2005/06 £K</th>
<th>TOTAL BID £K</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transport</td>
<td>123</td>
<td>140</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>160</td>
<td>600</td>
</tr>
<tr>
<td>Local Safety Schemes/Road</td>
<td>123 *</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>1,000</td>
</tr>
<tr>
<td>Safety/Traffic Calming</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Management</td>
<td></td>
<td>50</td>
<td>50</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>400</td>
</tr>
<tr>
<td>Pedestrian Facilities and Walking</td>
<td>12</td>
<td>30</td>
<td>30</td>
<td>30</td>
<td>30</td>
<td>30</td>
<td>150</td>
</tr>
<tr>
<td>Cycling</td>
<td></td>
<td>40</td>
<td>40</td>
<td>25</td>
<td>50</td>
<td>50</td>
<td>205</td>
</tr>
<tr>
<td>TOTAL</td>
<td>258</td>
<td>460</td>
<td>420</td>
<td>455</td>
<td>480</td>
<td>540</td>
<td>2,355</td>
</tr>
</tbody>
</table>
LOCAL AREA IMPLEMENTATION

12.0 POLICY SUB-AREAS

12.1 Introduction

12.1.2 This section sets out the Implementation Programme for the Plan and is presented under eight Policy Sub-Areas.

12.1.3 The benefits of a co-ordinated and integrated package approach to the planning and implementation of transport related initiatives have already been demonstrated in practice in the various "package" bids included in earlier TPP submissions. The County Council has applied the key principles that underpin the package approach into eight policy sub-areas based on geographical/transport factors which, when combined together, give each sub-area an individual identity. This has permitted the package approach to be extended across the County as a whole, assessing current problems and opportunities within each area and developing an integrated programme of measures to address them.

12.1.4 In broad terms the Policy Sub-Areas were chosen because they featured a key transport corridor based on rail and/or trunk roads as in the case of the A64 Policy Sub-Area, A65 Policy Sub-Area and the Central Policy Sub-Area which features the East Coast Main Line and the A1 and A19 with a strong north/south bias. Other Policy Sub-Areas such as the North York Moors and Yorkshire Dales and Nidderdale AONB were based on the practical requirements and special circumstances of the National Parks/AONB. The Selby Policy Sub-Area was identified as a discrete area lying to the south of York with particular social and economic circumstances. The Scarborough Policy Sub-Area reflects the homogenous nature of the area in terms of its relative geographic isolation and particular economic problems. The Harrogate Policy Sub-Area is largely centred on the A61 which runs from Leeds, through Harrogate, to the A1 north of Ripon.

12.1.5 The County Council's overarching transport objectives are built into the policy sub-area approach which identifies more detailed principles and secondary objectives relating to transport:-

- To reduce traffic related accidents;
- To reduce vehicular movements and noise in sensitive locations;
- To reduce pollution from traffic;
- To promote a transfer of travel mode from private to public transport, park and ride and other alternatives;
- To promote walking and cycling as sustainable, healthy and environmentally friendly alternatives to motorised transport;
- To give a measure of priority to maintaining the existing highways/bridges network; and
- Better integration of bus and rail services.

12.1.6 Each policy sub-area includes a bid for a package of integrated measures. The locations of the eight policy sub-areas are:

- Policy Sub-Area 1: Harrogate / Knaresborough / Ripon
- Policy Sub-Area 2: Scarborough including the coastal strip south to Filey
- Policy Sub-Area 3: Selby District
- Policy Sub-Area 4: The North York Moors extended to include Whitby and the A170 corridor to the south
- Policy Sub-Area 5: The Yorkshire Dales and the Nidderdale AONB
- Policy Sub-Area 6: The Central Lowland Area based on the Vales of Mowbray and York, the A1 and the ECML
- Policy Sub-Area 7: A64 Corridor including the Vales of Pickering and the
Yorkshire Wolds

- Policy Sub-Area 8: A65 Corridor in Craven District outside the Yorkshire Dales National Park

12.17 Each Policy Sub-Area features an indicative five year programme which is based upon information available at the present time. However, it will be necessary to carry out an annual review to prioritise expenditure across the County to determine the final allocation for each Policy Sub-Area.
13.0 POLICY SUB-AREA 1: HARROGATE, KNARESBOROUGH AND RIPON

13.1 Description of the Area

13.1.1 The area is adjacent to West Yorkshire and includes the towns of Harrogate and Knaresborough and the Cathedral city of Ripon. The closely twinned towns of Harrogate and Knaresborough form a coherent urban area in transport terms with a joint population of about 85,480. This is the largest centre of population in the County. They have been the subject of the approved TPP “Harrogate Package” for the three years prior to the introduction of Local Transport Plans.

13.1.2 Ripon (population 16,500) is an historic market town serving a wide rural area. The nearby area contains many tourist attractions including Fountains Abbey/Studley Royal World Heritage site, several stately homes, the racecourse and Lightwater Valley theme park.

13.1.3 Tourism is important to the whole of the policy area. Historic attractions such as the Castle, Nidd Gorge and Mother Shiptons Cave attract large numbers of visitors to Knaresborough. As an historic spa town Harrogate is also heavily dependent on tourists, mainly in the form of business tourism derived from its role as England’s third largest conference and exhibition centre. Each year 3 million visitors bring in £180 million to the local economy supporting 7,000 jobs.

13.1.4 The A61 runs from Leeds, through Harrogate, to the A1 north of Ripon. Its role has reduced since the connection of the M1 to the A1 east of Leeds and the construction of the Harrogate Southern Bypass. Nevertheless traffic remains significant. To the west of the A61 the rural areas and many small villages share the characteristics of those in the Nidderdale AONB (Policy Sub-Area 5). To the east they share the characteristics of the lowland central part of the County (Policy Sub-Area 6). The A59 and A658 run east-west carrying significant traffic from Lancashire and West Yorkshire to the A1, York and the east.

13.1.5 The Leeds - Harrogate - Knaresborough - York railway line provides local services and connections to the national rail network at Leeds and York.

13.2 Problems and Opportunities

13.2.1 Harrogate and Knaresborough have experienced continuing and sustained traffic growth resulting in congestion on all major routes. If this growth continues unrestrained, increases are predicted of 25% to 40% in traffic volumes by 2006. This Plan therefore proposes measures to contain traffic growth. Recent initiatives have already reduced traffic growth and the aim is to constrain traffic volumes in the two towns to more than present (2000) levels.

13.2.2 Ripon has benefited from construction of the A61 Ripon Bypass and road improvements in the south of the City which have taken the majority of traffic from the City centre. This presents a major opportunity for environmental works in the Market Place and linking to the Cathedral precinct. The historic layout of the City centre is demanding of preservation, yet leads to safety problems at key junctions.

13.2.3 The many twists and bends on the A61 between Harrogate and Ripon necessitated the banning of overtaking along the majority of its length. Nevertheless, problems remain with 16 serious injury and 4 fatal accidents in the three year period 1997 - 1999. A total of 72 personal injury accidents have occurred during this period. Despite recent calming measures, traffic dominates the local environment as it passes through Killinghall. Further safety and environmental work is to be undertaken in 2000/01 and in the first year of this LTP.
13.2.4 Improvements are also required to the A658 between the A61 and County boundary to improve safety and access from West Yorkshire. Improvements to the B6265 Ripon - Boroughbridge Road would improve safety and access to the City.

13.2.5 The local rail line provides opportunities for enhanced rail services for Harrogate, Knaresborough and the villages through which it passes. Consideration is being given to two new rail halts and to improved services between Harrogate and York, with through ticketing onto local buses. A mainline service is provided from Harrogate to London via Leeds. Additional intercity services and services to/from Manchester and its airport will benefit the Conference and Exhibition business whilst reducing long distance car journeys. Opportunities exist to consider the reopening of the Harrogate - Ripon - Northallerton railway and a study is proposed.

13.2.6 Opportunities also arise, principally on abandoned rail routes for cycleways radiating out from Harrogate west into Nidderdale, north through Ripon and south to join the national cycle network. Routes have been protected in the Harrogate District Local Plan. Adjustments can be made in the long term eventuality that the Harrogate - Ripon - Northallerton railway is reopened.

13.2.7 Commercial local bus services operate throughout Harrogate and Knaresborough with the main urban route running from Bilton/Jennyfield through Harrogate and Knaresborough. The Ripon - Harrogate - Leeds service offers a fifteen minute frequency during the main part of the day along the key A61 corridor. Contract services in rural areas are supplemented by those supported by the Rural Bus Grant. The recently approved Harrogate Rural Localism Partnership Action Plan proposes improvements to this core network to overcome social exclusion in rural areas with very low population densities. Significant use is being made of community transport services.

13.3 Local Objectives

13.3.1 All the County-wide objectives in Chapter 1 apply in this Policy Sub-Area. In Harrogate, Knaresborough and Ripon the emphasis is on safety and the limiting of traffic growth. Social equity is to be maintained and enhanced by provision of accessible, affordable alternatives to car travel. Containment of traffic growth and congestion will benefit the local environment.

13.3.2 Outside the main urban areas the emphasis is on safety and social equality. The Rural Transport Partnership Action Plan builds on core public transport routes and aims to extend public transport and community transport into areas of greatest need. Park and Ride is to be provided at the rural/urban interface to enable residents of rural areas beyond public transport routes to access essential services and facilities in Harrogate without adding to urban traffic.

13.3.3 The importance of tourism is recognised in that traffic restraint is aimed mainly at commuters whilst alternatives to car travel are aimed at assisting all journeys. Initiatives in the Dales and Nidderdale will wash into the west of the Policy Sub-Area. Integrated improvements to transport corridors include public transport and cycleways, to connect into Harrogate and Ripon.

13.4 Local Strategy

13.4.1 The above objectives are interpreted locally by a strategy which seeks to provide improved alternatives to the car for pedestrians (including the disabled), public transport users and cyclists. The strategy seeks to reduce social exclusion for those without access to a private car and provide an alternative for those with a car. Traffic
and parking management will offer further incentives for urban car drivers to change to more environmentally friendly modes of transport. The strategy also provides for improved safety of all road users, whether travelling by car, bus or cycle or on foot. Eight policy themes seek to:

- Improve town centres for pedestrians
- Provide for the needs of people with disabilities
- Develop public transport
- Enhance walking facilities
- Promote cycling
- Extend traffic management and traffic calming
- Apply the parking strategy
- Enhance safety.

13.4.2 Measures are assessed in priority which places pedestrians, people with disabilities and cyclists at the top; public transport in the middle and car drivers (especially commuters) at the bottom.

13.4.3 The Harrogate District Local Plan includes policies which complement this Plan. The Local Plan policy is to minimise the need to make journeys, particularly car journeys, arising from new development.

13.4.4 Local public awareness has been raised through consultation on parking controls, traffic calming, pedestrianisation, the cycleway network, Safe Routes to Schools and provision for people with disabilities. The proposals also featured in the Harrogate District Local Plan Inquiry, and in a recent Best Value review. Presentations are made to the Environmental Forum and Chamber of Trade. Travelwise News is to be produced in a partnership between the local authorities, public transport and community transport providers. It will be delivered to every household in the District.

13.4.5 In Harrogate and Knaresborough measures are being implemented in a phased and co-ordinated way using SCOOT Urban Traffic Control to achieve pedestrian, bicycle and bus priority. Signals provide advance stop lines for cyclists and comprehensive pedestrian phases. Co-ordination of signals, new and existing pelican and toucan crossings through SCOOT provide for these with minimal loss of capacity. Working with the local bus operator, transponders call for bus priority at signals. Police vehicles have also been fitted with transponders to call special signal settings when on emergency duty. Figure 1 shows the causal chain, identifying the linked effects of these co-ordinated measures and their support of County transport objectives. In Ripon measures are similarly implemented in a co-ordinated way to improve the environment in the City Centre. The emphasis is on the pedestrian environment and safety for all road users. Further consideration is being given to the routing of goods vehicles through the three urban areas.

13.4.6 Town centre improvements in Harrogate have led to the pedestrianisation of a substantial part of the centre, comprising Cambridge Street, Market Place, Station Square, Beulah Street, John Street and Oxford Street. This leaves James Street/Princess Street and Montpellier Street in the specialist Low Harrogate shopping precinct as future phases.

13.4.7 In Ripon a central traffic management scheme has opened the way for pedestrian priority measures in the Market Place and Kirkgate (which links the Market Place to the Cathedral Precinct). Funding has been principally from the Heritage Lottery Fund with support from parking revenue in Harrogate. The finished paving reflects the historical townscape linking the Market Place to the cathedral. A scheme for the Market Place has been agreed following consultation with Ripon residents converting about half of the Market Square from parking to a pedestrian piazza. This scheme is
Causal Chain
Harrogate/Knaresborough Corridor Measures

**Actions**

- Junction works/signalling
- SCOOT Co-ordination
- Bus Priority
- Toucans & Cycle stop lines at signals *
- Pedestrian phases, Pelicans, Puffins
- Better (wider) Footpaths
- Islands & Refuge

**Effects**

- Safety
- Less traffic capacity
- Reliable Buses
- Safe, easy Cycling
- Safe, easy Walking
- Traffic Calming

**Transport Objectives**

- OBJECTIVE 6 (Casualties)
- OBJECTIVE 7 (Goods/Economy)
- OBJECTIVE 4 (Environment)
- OBJECTIVE 1 (Equality/Choices)
- OBJECTIVE 2 (Limit traffic)
- OBJECTIVE 4 (Environment)

* See Harrogate & Knaresborough Cycle Implementation Plan for related cycle measures
proposed to commence in 2001. Later schemes will seek to give pedestrian priority on routes radiating out from the Market Square. Security has been improved by closed circuit TV funded mainly from parking revenue.

13.4.8 In Knaresborough work has started on the environmental works to the Market Place following consultation last year on the preferred arrangement.

13.4.9 In all three urban areas further town centre improvements are to apply a high degree of pedestrian priority in streets adjacent to the above areas. Measures include widened footways and improved road crossings with (where appropriate) signals, raised crossings and build-outs of the footways.

13.4.10 Provision for people with disabilities is implicit in all works in the highway. An extensive survey has been undertaken of disabled individuals based on a large sample of Orange badge holders and representatives of disability support groups. Problems were identified, some of which were corrected immediately. This Plan proposes to continue the work with an extensive programme of dropped kerbs followed by dealing with obstructions. The programme reflects the priorities of the disability support groups.

13.4.11 Attention is also paid to the adequacy and distribution of parking for people with disabilities and in helping voluntary organisations (e.g. CVS, Community Transport, Dial-a-Ride and Shopmobility) in providing their services.

13.4.12 Public Transport is vital in attracting travellers away from cars and providing accessibility for rural areas. County and Borough Councils work with operators in developing improved services and facilities. The County Council has carried out an audit of public transport facilities and identified where improvements are needed.

13.4.13 In Harrogate and Knaresborough the emphasis is on priority to enable buses to achieve effective and reliable journey times in busy traffic. The 200 acre legally protected Stray in Harrogate and the Nidd Gorge in Knaresborough severely limit the scope for new bus roads or bus lanes. Bus priority is therefore through selective vehicle recognition at SCOOT controlled signals which will be progressively introduced on all major corridors. Quality bus shelters are installed along the corridors at the same time.

13.4.14 The A61 Leeds Road corridor is the subject of improvements at the start of the Plan Period. The sector of Harrogate to each side of Leeds Road is not as well provided with bus services as are other parts of Harrogate or Knaresborough. It is therefore proposed to investigate the possibility of a Quality Bus Partnership in which highway improvements and SCOOT facilities are offered in exchange for improved urban bus services.

13.4.15 A commitment has been made in the Harrogate District Local Plan to providing well positioned appropriately scaled, quality bus interchanges in the centre of Harrogate, Knaresborough and Ripon, all jointly funded with private sector development. Work has started on the reconstruction of Ripon Bus Station. Planning permission has been granted for the development in Knaresborough which includes a new bus station. In both cases careful consideration is given to passenger waiting facilities, information provision and to allow for coach setting down and parking.

13.4.16 The Harrogate Bus Station has been confirmed by planning inquiry, adjacent to the Rail Station, taxi rank and shopmobility premises in the town centre. The permanent facility will be provided as part of a development which includes the unused “Platform 2” of Harrogate Rail Station. It is delayed, partly due to the need for recognition by relevant agencies of the
benefits to rail users of a co-ordinated through-journey facility enabled by improved connections to buses. The present temporary facility falls short of desired standards. It is therefore proposed (subject to agreement with the bus operator) to carry out interim improvements to the circulation of buses into and out of the bus station and the consolidation of bus set down points with the bus station to improve pedestrian movement to and from the Bus and Rail Stations along and across Station Parade (the A61).

13.4.17 Chapter 6 describes support for public transport across the County, including this Policy Sub-Area. Additional local initiatives are being pursued by the Harrogate District Transport Forum, involving all parties with interests in public transport and community transport. It has appointed a Partnership Officer under the Harrogate Rural Locality Transport Partnership. Unmet rural needs have been identified and an Action Plan produced to address those needs. It is the subject of further Rural Transport Partnership funding from the Countryside Agency. Rural transport initiatives carry across this Area and into Policy Sub-Areas 5 and 6. The Action Plan builds on core public transport routes provided by the

<table>
<thead>
<tr>
<th>Market Town Facilities Audit - Policy Sub Area 1</th>
<th>Harrogate</th>
<th>Knaresborough</th>
<th>Penfield</th>
<th>Starbeck</th>
<th>Weston</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff - Platforms: YP, Booking YB, Signal YS, N N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Booking of time: Y = 7 days pw, Y=6ps</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Public phone</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Taxi rank</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Toilet (N yes, YA yes and disabled access)</td>
<td>YA</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Buffet/Café/shop</td>
<td>Y</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Access for disabled</td>
<td>Y</td>
<td>P</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Shelters (N yes, O open canopy style, So semi open, WR waiting room)</td>
<td>SO,WR</td>
<td>SO</td>
<td>O</td>
<td>SO</td>
<td>WR,SO</td>
</tr>
<tr>
<td>Seats (N yes, I yes inside, O yes outside, I&amp;O yes inside &amp; outside)</td>
<td>I &amp; O</td>
<td>I &amp; O</td>
<td>O</td>
<td>I &amp; O</td>
<td>I &amp; O</td>
</tr>
<tr>
<td>Platform Lighting</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Shelter Lighting</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>CCTV</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Train information (Y yes, Y yes + real time info)</td>
<td>Y*</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Bus information (on station)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Bus stop at station (N no, (distance): YP yes pole, YS yes shelter)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>YS</td>
</tr>
<tr>
<td>TT Information (N no case, C yes and current, O yes but out of date)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>OD</td>
</tr>
<tr>
<td>Local information - directions to village etc</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Local information - directions to bus stop</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Cycle lockers (Y secure lockers, R cycle rack)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Luggage: Trains Available</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Litter Bin</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Parking - how many spaces? Free? FY yes free, FN not free</td>
<td>FN200</td>
<td>FY90</td>
<td>FY4</td>
<td>FY50</td>
<td>N</td>
</tr>
</tbody>
</table>
Leeds-Harrogate-York railway, the Leeds-Harrogate-Ripon bus route and Harrogat e - Pat ey le Bridge bus route. Linking bus and community transport services will penetrate the areas of need.

13.4.18 The County and Borough Councils are working with Railtrack and Northern Spirit (the operator) towards improved rail services and the possibility of two new Stations on the Leeds - Harrogate - York branch line. Ove Arup and Partners and Steer Davies Gleave have recently completed initial feasibility studies. Appraisals of patronage and revenue show the rail halts at Bilton, Harrogate and on the east side of Knaresborough to be very positive proposals. Improved services are also being considered. Work will continue with Railtrack and Northern Spirit on a detailed feasibility study leading to proposals for funding and implementation within the timescale of this Plan. It is probable that some public funding support will be required and an application will be made to the Strategic Rail Authority (SRA) for Rail Passenger Partnership funding. This Plan includes for work preparatory to the RPP application.

13.4.19 Within the plan period consideration is to be given (with the West Yorkshire Authorities) to the problems of commuting into Leeds and Harrogate and between the two urban areas. Bus and rail services offer particular opporunities. Improvements in rail services generally, and in particular links to the Strategic rail network and to rail Park and Ride (possibly at Pannal and Weeton) will become increasingly important over the Plan period. Further feasibility studies will therefore be required to identify longer term opporunity for re-opening former railway lines such as that between Harrogate and Ripon/Northallerton. These will require the support and commitment of the railway industry.

13.4.20 Walking is widely used within Harrogate, Knaresborough and Ripon and pedestrians are given the highest priority in this Plan. Pedestrian phases are to be incorporated into all signals which are upgraded or installed as part of this Plan. In addition, provision is made for one new puffin crossing each year. Schemes are to be implemented to improve safety on particularly narrow footpaths and where, due to carriageway constraints, footways are over ridden by vehicles. Improvements will also be made to off-road footpaths, either separately or as part of the Cycle Implement at ion Plan (below).

13.4.21 Residential area traffic calming produces an attractive, safer environment for pedestrians by reducing traffic speed to 20 mph. Raised crossings are provided at significant crossing points. Elsewhere footways are built out or pedestrian refuges provided.

13.4.22 This Plan proposes continuation of the Safe Routes to School programme (see Chapter 8). Working with the students, the programme identifies and removes hazards thus increasing confidence in walking to and from school. Secondary benefits are a reduction in car traffic at the school gate and the instilling of the walking habit for later life. Walking is also a significant element in commuter plans and is commonly used by conference delegates moving between their hotels and the Conference Centre.

13.4.23 The 1993 Cycling Strategy for Harrogate and Knaresborough has been superseded by a county-wide strategy with an Implementation Plan for Harrogate and Knaresborough compiled in consultation with the Harrogate Cycle Group. The revised cycle network will be included in the revised District Local Plan. The 80km network is to be implemented at a cost of £2.1 million over a period determined by the rate at which funding is available. The target is for 15% of work and 20% of school journeys to be by bicycle when the network is completed.
Schools in Harrogate and Knaresborough are engaged in promoting cycling with a growing number of 10-12 year olds receiving cycle training each year. Cycle parking spaces will continue to be provided where needed, with particular facilities at central car parks and interchanges. The cycle network is a key element of the commitment to providing alternatives to the car, particularly for distances up to 5 miles. A cycling action plan will also be drawn up for Ripon, in consultation with local cycle groups. Links to the National Cycle Network are proposed from Harrogate, Ripon and the Yorkshire Dales. Substantial lengths are located on disused railway routes with a 700 metre traffic free route alongside the live railway towards the centre of Harrogate.

13.4.24 The Harrogate District Local Plan requires provision of cycle routes and cycle parking standards in new development. Secure cycle parking has, and continues to be provided at centres, public places and interchanges. With a framework of basic routes in place demand can be assessed for enhancement of facilities when required. For large numbers of commuters an alternative to motor vehicle congestion will be available enabling a significant shift in commuting culture and freeing motor vehicle facilities for public transport, visitors and local people with unavoidable motor transport needs.

13.4.25 The SCOOT Urban Traffic Management System is to be extended along main corridors in Harrogate and Knaresborough as the means of providing bus, pedestrian and cycle priority at signals. Co-ordination of signals and controlled crossings will minimise delays to traffic. Controls on commercial vehicles will address areas where weight restrictions or advisory routes should apply. Particular emphasis will be on Ripon and Knaresborough.

13.4.26 Traffic Calming has been introduced on 32 km of road in Harrogate and Knaresborough saving an estimated 41 accidents a year. A combination of 20 mph ramps (or raised crossings), narrows, chicanes and central refuges are used, as best suit the location. It is also to be applied to parts of Ripon where increased traffic from Nidderdale and the Dales on feeder routes into the city has caused environmental and safety concerns. Calming is now being introduced in villages and this will be continued in the current financial year and in subsequent years during the period of the Plan.

13.4.27 Parking Policy is an important element of the local strategy. A distinction is made between long stay parking used primarily by workers who travel at peak times and short stay parking for shoppers, tourists and conference delegates. Those visitors who stay overnight leave their cars at their hotels and walk to the Conference Centre and town centres.

13.4.28 To be of value the above “carrots” need to be balanced by the “stick” of parking controls, particularly for commuters in the urban areas. Controls have been applied to over 3,500 on-street parking spaces to prevent long stay parking on all streets within 800 metres of central Harrogate. Eight of the ten public car parks are priced for short stay parking resulting in under 7% of the spaces in them being occupied by long stay parking. This leaves only 500 spaces close to central Harrogate suitable for long stay parking. It is proposed to reduce this still further when Park and Ride comes on stream. On-street Pay and Display parking is part of the controlled parking referred to above. It raises substantial revenue which is ringfenced for transport use in Harrogate District.

13.4.29 Similar controls have been applied to parking in central Knaresborough. Long stay parking is restricted to two car parks.
parks on the outer edge of town, one on the A59 approach from Harrogate and the other on the A59 approach from the A1, York and the southern Bypass. The small size of Knaresborough places these edge of town car parks within walking distance. Nevertheless, a successful Park and Ride operation has been established for the summer months, between the two car parks and the town centre. This is funded from parking revenue and contributions from the Town Council and Chamber of Trade. Residents’ parking controls are being considered for streets near the town centre.

13.4.30 Public parking in central Ripon is subject to controls which prevent long stay parking. An area west of the Market Place is currently used for informal parking of which a substantial portion is long stay. This site is subject to “brownfield” development proposals which will displace the parking. An alternative site is to be developed on the south side of the city access from the A61 bypass. The result will be edge of City Park and Ride for Ripon similar to that in Knaresborough. All central long stay parking will then disappear. Coach parking is to be provided next to the city access from the A61.

13.4.31 These controls have achieved the target that long stay parking within 800 m of the urban centres is reduced to under half the 1992 level. The target will be maintained by policies which provide for all new long stay parking to be provided in association with edge of town Park and Ride. Active consideration is also being given to more effective enforcement through Decriminalised Parking throughout the District within the timescale of this Plan.

13.4.32 Development parking standards are to be reviewed to take account of the revised PPG13 and the Regional Transport Strategy.

13.4.33 Park and Ride plays an important role in parking policy, particularly to enable day visitors and commuters to access urban employment and facilities without adding to urban traffic.

13.4.34 Park and Ride sites have already been described for the outer edge of Knaresborough and Ripon. Two Park and Ride sites are proposed for Harrogate, one on the A61 Wetherby Road to serve traffic approaching from the south and east and one at New Park to serve traffic approaching from the north and west. W S Atkins have studied the proposal and have concluded that the chosen sites are the most appropriate and are viable. Shuttle buses will be given priority routes and subsidies can be funded from town centre parking revenue if necessary. The development of the first site is to start in 2001. This bid includes requests for major funding for the completion of the first site and the provision of the second site. Each site represents a significant scheme with costs in excess of £250 K.

13.4.35 Harrogate Park and Ride proposals were considered at length in the District Local Plan Inquiry. The Inspector concluded:

“The Council see park and ride as part of a package of measures aimed principally at securing car parking spaces in the town centre for short stay users and reducing urban traffic congestion, especially at peak times. These aims are in accord with current Government policy and guidance. PPG13 says that (local) plans may include provision for park and ride schemes to encourage use of public transport and improve the accessibility of urban centres. These can include urban fringe parking areas served by buses. Such schemes are usually designed to avoid excess urban congestion and might increase the total stock of public parking. I therefore consider that the basic requirements for park and ride are definitely met in Harrogate. I do not accept that Harrogate is either too small or so different from other towns as to make park and ride inappropriate and no evidences to explain why this might be so.
has been advanced. Park and ride would assist in retaining central area parking for shoppers and visitors as well as helping reduce peak hour congestion. Whilst other towns that already have park and ride facilities may be larger than Harrogate, this does not prove that there is a size threshold for park and ride or that Harrogate is below it."

13.4.36 Park and Ride is seen as crucial to removing remaining long stay parking and reducing traffic congestion in central Harrogate whilst still allowing the sparse rural population access to essential facilities, services and employment in the town.

13.4.37 Local Highway Schemes are, in the main, limited to those necessary for safety reasons, but a package of schemes for routes west of Ripon Market Place, costing in excess of £250K, is aimed at relieving congestion in the Market Place, reducing a pollution hot spot on High Skellgate and widening narrow footways. This package comprises a link road to and across a brownfield development site and widening of Firby Lane and Coltsgate Hill. It is proposed that the widening of Coltsgate Hill will be phased over years 1 and 2 of the Plan period. A major/minor scheme is included for this area in Appendix 2.

13.4.38 The measures outlined in this chapter are expected to constrain traffic by influencing journeys which start or finish within the Policy Sub-Area. As time progresses and these measures take effect, through traffic will constitute an increasing element of traffic in Harrogate and Knaresborough. Work on the Regional Transport Strategy assumed that similar towns benefit from Bypasses or relief roads. Proposals have been made for the Northern and Western relief roads to serve this purpose, with Killinghall Bypass included in the package where the two relief roads meet on the northward A61. They have been dropped from recent TPP submissions and from this LTP. Nevertheless, through traffic may cause severe problems in the medium to long term.

13.4.39 This LTP includes a review of through traffic in 2003/04. It will include assessment of the effects of connecting the M1 to the A1 south of Leeds. No road user charges or workplace parking charges are proposed in the period to 2006. The Draft Regional Transport Strategy envisages that such charges will not be applied to urban areas like the ones in this Policy Sub-Area in the early part of the period covered by the RTS to 2016.

13.5 Programme

13.5.1 The programme for Harrogate and Knaresborough is a continuation of the three year TPP Harrogate Package programme. Package support has been enhanced by additional funding, principally from on-street parking charges. It is envisaged this enhancement will continue throughout the Plan period.

13.5.2 The programme for 2000/2001 includes provision for the completion of improvements to Knaresborough Market Place. Completion of SCOOT on A661 Wetherby Road and its extension to the A59 Harrogate-Knaresborough Road, providing pedestrian, cycle and bus priority with co-ordinated signals.

13.5.3 In Ripon safety work is to be undertaken at the A6108 “Clock Tower” junction and at Firby Lane. In rural areas safety work will concentrate on the A61 between Harrogate and Ripon and at key junctions elsewhere. Traffic Calming is to be installed on Penny Pot Lane and schemes will be prepared for the B6165 at Scotton and for Burton Leonard village.

13.5.4 Support is also to be given to construction of the cycle network and cycle parking, the introduction of pelican crossings, traffic calming and the removal of problems facing people with disabilities.
3.5.5 This Plan provides for:

- Substantial completion of pedestrianisation of the three urban centres.
- Improvements to Public Transport Infrastructure on certain key corridors and at rail stations.
- Implementation of the major Park and Ride proposals as identified substantial schemes.
- Progressing improvements to the public transport interchanges at Harrogate, Knaresborough and Ripon.
- A Feasibility Study into the potential for re-opening the Harrogate - Ripon - Northallerton railway.
- Public transport/community transport to serve rural areas.
- Completion of the Harrogate and Knaresborough cycle network (subject to funding).
- RPP supported bids for two new rail halts.
- Completion of phased introduction of SCOOT with bus, pedestrian and cycle priority, and further pelican, puffin and toucan crossings.
- Effective traffic calming and safety schemes at identified locations.
- Continued improvements for people with disabilities.

13.5.6 Local safety schemes, traffic calming, rural cycleways, Travelwise and Safe Routes to Schools work will continue throughout the Plan period.

### TABLE - POLICY SUB AREA 1: HARROGATE, KNARESBOROUGH AND RIPON 2001/02 TO 2005/06 BID

<table>
<thead>
<tr>
<th>SCHEME</th>
<th>PROGRAMME FOR 2000/01 £K</th>
<th>2001/02 £K</th>
<th>2002/03 £K</th>
<th>2003/04 £K</th>
<th>2004/05 £K</th>
<th>2005/06 £K</th>
<th>TOTAL BID</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transport</td>
<td>93</td>
<td>200</td>
<td>80</td>
<td>50</td>
<td>120</td>
<td>90</td>
<td>540</td>
</tr>
<tr>
<td>Park and Ride</td>
<td></td>
<td>225</td>
<td>175</td>
<td>600</td>
<td></td>
<td></td>
<td>1,000</td>
</tr>
<tr>
<td>Local Safety Schemes/Road Safety/Traffic Calming</td>
<td>392 *</td>
<td>425</td>
<td>400</td>
<td>415</td>
<td>360</td>
<td>350</td>
<td>1,950</td>
</tr>
<tr>
<td>Traffic Management</td>
<td></td>
<td>195</td>
<td>125</td>
<td>30</td>
<td>40</td>
<td>60</td>
<td>450</td>
</tr>
<tr>
<td>Pedestrian Facilities and Walking</td>
<td>120</td>
<td>250</td>
<td>220</td>
<td>220</td>
<td>220</td>
<td>350</td>
<td>1,260</td>
</tr>
<tr>
<td>Cycling</td>
<td></td>
<td>50</td>
<td>120</td>
<td>135</td>
<td>100</td>
<td>100</td>
<td>400</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>655</td>
<td>1,415</td>
<td>1,135</td>
<td>1,415</td>
<td>840</td>
<td>1,250</td>
<td>6,055</td>
</tr>
</tbody>
</table>
This policy sub-area is centred on the town of Scarborough, which is the second largest urban area in North Yorkshire and Britain’s first seaside holiday resort. This role and the historic character and layout of the town have a major influence on the traffic and transportation problems of the area. The policy sub-area also covers the major areas of industrial development and employment in the southern part of the urban area of Scarborough town as well as the nearby villages and holiday complexes.

The second major component of the area is the small seaside resort of Filey which relies heavily on Scarborough for tourism facilities and employment. Public transport connections between the two towns are presently limited.

Both Scarborough and Filey contain many buildings of architectural and historical merit. In addition, the quality of the environment needed to sustain a healthy tourist industry is recognised as being important. The need to protect the local environment, both built and natural, from the damaging effects of traffic growth therefore presents particular problems.

The seasonal nature of tourist traffic presents further challenges. These are associated with both the overall capacity of long stay parking facilities and the underlying need to constrain the growth in use of the private car within the town of Scarborough and between destinations.

Following extensive research and modelling exercises, widespread parking controls are currently being implemented in and around the town centre and main tourist areas of Scarborough. This will complete the demand management strategy which has already seen the progressive removal of long stay parking from the town centre. The parking controls include on-street charging at short stay spaces in the core area and the revenue generated by this regime will be applied to expenditure supporting the LTP strategy, both in revenue and capital terms. A substantial contribution to the funding of transport within the policy area will therefore be generated locally in the future.

The Borough Council has secured the development of a site on the A64 adjacent to the proposed Park & Ride facility. It is anticipated that the result of recent negotiations will be a development which provides facilities ancillary to the Park & Ride site, high standard access to the A64 and some infrastructure within the site. This will directly complement the capital investment in the A64 Park & Ride site and provide associated facilities on the A64, including traffic control and signing improvements.
4.2.6 The Borough Council is also seeking the redevelopment of the Zenith site, an area of over 40 acres at the northern end of the North Bay. A proposal is being developed in partnership with a prospective developer with a view to a planning application being submitted in the summer of 2000. The scale of the proposal dictates that the mode of travel to the site and the level of on-site parking must be influenced to avoid the damaging effects of traffic growth and related disturbance on residential amenity, and that the choice of mode must be provided (or existing choices improved) by the developer or by agreements stemming from the development. The Transport Assessment for the proposal is in preparation and the extent to which private capital can fund proposals in this document for this policy area remains to be confirmed.

14.2.7 Planning approval has been given for a substantial central area redevelopment which will incorporate public transport facilities and displace car traffic further by extending the main pedestrian areas.

14.3 Local Objectives

14.3.1 The transportation strategy and associated policies, and the Local Plan policies, are all directed towards the following objectives:

- Minimising the need to travel
- Minimising the impact of transport systems on the environment
- Encouraging economic development and regeneration
- Reducing congestion and its effects
- Maximising accessibility to town centre and tourist areas
- Encouraging more use of sustainable, alternative modes of transport

14.3.2 All of the core County Council objectives apply in the area although, of course, the problems and opportunities vary considerably across the area.

14.4 Local Strategy

14.4.1 The strategy addresses the need to minimise the amount of traffic using the area of Scarborough Town Centre and the A64 and A165. This is being achieved principally by parking controls, the introduction of Park and Ride and bus priorities. The effect will be augmented by capacity restraint measures, and the development of a quality bus network to bring about modal shift. Issues identified locally to be addressed are improvements to frequency, reliability, publicity and more flexible ticketing. A first step has seen the conversion of most of the town network to low-floor accessible buses through discussions with the operator.

14.4.2 Reducing car traffic by tourists during their stay is another strand to the strategy. The improvement and extension of seasonal tourist related services and developing pricing packages with the tourist industry are ways this policy aim will be achieved.

14.4.3 The importance of developing a broadly based strategy is recognised and the measures proposed are complemented by, for example:

- Integrating planning and transport strategies through the Local Plan
- Exploring the avenues for improving the range and frequency of local bus services
- Contributing to the cost of a formal rural transport partnership and other partnership ventures
- Developing with the North York Moors National Park Authority the integration of Park and Ride facilities
- Participating in joint promotions with rail operators in relation to the Esk Valley and Scarborough/Hull lines
- Pursuing extensive promotional activities with the coach trade
- Spending substantially on road safety education
14.4.4 The Borough Council is now implementing a control and charging regime in inner area streets to limit the supply of informal short and, particularly, long stay parking. Long stay parking will be available only for residents, hotel guests and some businesses in these areas. The on-street charging will generate sufficient additional revenue to permit an acceleration of certain elements of the strategy. In addition, the County Council’s Private Finance Initiative project includes Park and Ride, urban traffic control and bus priority measures which will overlap the programme set out here. The Local Transport Plan will, in due course, be amended to reflect the PFI project’s coverage and the availability of additional revenue from parking charges.

14.4.5 Town Centre and Tourist Areas are covered by proposals to extend pedestrianisation and particularly pedestrian priority measures to a number of key town centre streets in conjunction with re-development and other improvements. In order to maximise the use of road space and to accommodate bus priority measures it is also proposed to further improve the existing urban traffic control system, which has been upgraded using funding for minor capital works in the past. As noted above, the Borough Council will enter into partnership with the private sector to secure improvements associated with re-development in the town centre and tourist areas.

14.4.6 The measures implemented in association with these re-developments and certain localised constraint measures will lessen the impact of HGVs in and around these areas. The opportunity units are limited in this respect by the presence of the A165 strategic route which passes between the railway station and the western edge of the pedestrianised central shopping area.

14.4.7 Proposals are included to improve safety, particularly for vulnerable road users by introducing traffic calming in two residential areas and also in association with Safer Routes to School managing vehicle speeds and implementing specific facilities for cyclists and pedestrians. The package of measures in these areas will provide substantial improvements for the mobility impaired. Discussions are ongoing with Sustrans to further cycling proposals.

14.4.8 These measures will combine with reductions in traffic flow brought about by parking constraints to improve air quality, by reducing emissions.

14.4.9 Provision for people with disabilities has been the subject of considerable consultation over recent months in parallel with the introduction of town centre management inScarborough.

14.4.10 The introduction of on-street charging and other parking controls in and around the town centre has provided a unique opportunity for reviewing parking and access facilities for people with disabilities. Every opportunity has been taken to make appropriate provision, in the right places, for disabled drivers and passengers. The capacity of local short stay parking spaces in residents’ parking zones has been designed to accommodate a level of additional parking which is consistent with parking requirements arising from necessary trips to the area by people with disabilities.

14.4.11 Extensions to the town centre pedestrian areas and rationalisation of bus stops and public transport infrastructure around the town centre will provide better access to and from the centre for the disabled public transport passenger.

14.4.12 The Borough Council’s specification for “Park and Ride” vehicles already requires a high standard for disabled access. The principal operator of local services is making substantial progress in upgrading its fleet, and
infrastructure improvements will proceed in tandem with information partnership arrangements.

14.4.13 A specific set of improvement schemes is being developed to assist those with various disabilities where they are most delayed or at risk.

14.4.14 Public Transport must form a key element of the strategy in order to achieve high and attractive levels of personal mobility in these tourist areas. The Councils are anxious to avoid simply implementing Park & Ride as a means of carrying the displaced demand for parking and for future parking growth. With this in mind, proposals are being developed for Park & Tour, which will provide Park & Ride facilities to the south and north of the town offering public transport services linking the various commuter, shopping and tourist destinations between those extremities. In the longer term a facility to be known as Park & Rove, will be developed in co-operation with the hotel industry within the town. This will provide facilities for public transport borne trips into the rural tourist hinterland of the seaside resort town. The service will be integrated with the development of public transport access to the North York Moors National Park.

14.4.15 Extensive studies have been carried out by WS Atkins into the economics and the practicality of implementing Park & Ride, with associated bus priority measures and facilities within the UTC system. It is proposed that the bus priority measures will be based partly on selective vehicle detection, in order to maintain the necessary minimum capacity at the traffic signal controlled junctions on the A165 strategic route which would be mainly affected. However, it has been established that a substantial number of segregated bus lanes can be implemented on the approaches to these signal controlled junctions and elsewhere within the town, where congestion levels warrant the cost of implementation.

14.4.16 An audit of public transport facilities has been carried out by the County Council which identified where improvements are needed. A programme of bus shelter improvements has recently been completed, in partnership with the private sector. Further improvements are programmed with a view to increasing the attractiveness of radial bus services within the town. Public transport infrastructure will be extended to the rural villages around and beyond the Policy Sub Area, as service provision itself extends.

14.4.17 The Borough Council is formalising the extension of the present informal coach setting down and picking up facilities for the summer of 2000, in order to provide for setting down from the majority of coaches visiting the seafront and town centre. The logistical difficulties associated with providing extensive coach picking-up facilities on-street are recognised and it has been concluded that significant areas of long stay on-street parking will have to be displaced. These measures will form the basis of quality and marketing initiatives with the coach industry which presently carries 12% of all tourist visitors to the town. The setting down facilities will be made available as a priority in the short term for parties of disabled, elderly and other specific groups.
14.4.18 A Forum has been established to guide the ongoing development of policy and strategies relating to the coach industry, both in terms of visitors to the town and journeys being made from the town as a base. A programme for the delivery of significant improvements to coach parking facilities has been developed including security, refreshments, toilet facilities and information.

14.4.19 Improvements are proposed to town centre and tourist area facilities for both local and long distance bus services. Proposals have been drawn up, in conjunction with impending major redevelopment within the town centre, for the rationalisation of bus stop and terminal facilities within the central area with a view to providing a structured, convenient and logical distribution of stops and passengers.
A study was begun in 1995 and carried out by specialist Transportation Consultants to consider the justification for a new bus station. Feasibility studies are now proposed to identify the most appropriate location and the configuration of terminal facilities.

It is recognised that there is merit in the provision of bus station facilities in the longer term, particularly with a view to improving the usage and facilities for longer distance services. The marketing of these services is also an objective, but in the much shorter term.

The parking and traffic generation studies associated with on-street parking and the future Zenith development have provided substantial information from which modelling of future public transport demand can be developed.

The introduction of on-street charging and other controls will generate substantial additional revenue which will in part be applied to support non-commercial services or the extension of existing commercial services. In the context of the major re-developments proposed within the town over the next few years it is intended to develop quality partnerships and, subsequently, quality contracts for the provision of certain bus services within the network.

In order to increase the use of rail as a means of travelling to and from Scarborough, discussions are in hand with a view to maximising the co-ordination of timetables of local bus services with those of the rail arrivals and departures both on the Hull and York lines. In view of the relatively limited numbers using rail at the present time, it is intended that developments in more heavily used rail/bus interchanges elsewhere are studied before through ticketing and more extensive marketing are carried out.

The County and Borough Councils are actively supporting the Yorkshire Coast Rail Line Partnership which will deliver improvements to stations, information and timetabling on the Scarborough/Hull line. Improvements at Filey Station will be achieved using SRB funds.

Walking as a mode of travel will benefit both from specifically targeted improvements and from other initiatives. The review of on-street parking associated with on-street charging and controls has identified a number of waiting restrictions which can be implemented to improve pedestrian crossing opportunities and safety. Together with the programme for the provision of controlled pedestrian crossings and for enhanced facilities at junctions this will further improve the ease with which pedestrians can gain entry to the town centre. For some time there has been a programme of introducing pedestrian refuge points where the pedestrian crossing numbers are limited but the difficulty experienced by the pedestrian or, indeed, their safety is a concern.

The development of a small number of significant sites in the near future will provide for the extension of pedestrianisation within the central area. The developments and the associated additional pedestrian streets will serve the purposes of increasing the attractiveness of the town centre, providing better access to public transport and reducing vehicle/pedestrian conflict.

The Borough Council, as agent for the County Council, provides for the services of road safety staff over and above the funds available within the Agency arrangement. This has enabled the Road Safety Officer to become involved in a wide range of initiatives, primarily associated with the schools within the Policy Sub-Area. The County Council is anxious to extend the road safety work presently being
undertaken and it is intended that surplus funds from the on-street charging and controls will be used to increase and improve the services provided.

14.4.29 It is recognised that some past traffic capacity improvements at junctions have disadvantaged those with certain disabilities, notably those with sight impairments. After discussions with local representatives, a programme of minor works is being developed to address these problems.

14.4.30 Cycling does not generate a high percentage of trips in the Policy Sub-Area for a number of reasons. However, a Cycling Strategy has been developed and agreed for Scarborough with a view to encouraging cycling as a means of travel and recreation, including cycle-based tourism. The strategy provides for the extension of existing cycle facilities and improvements to other infrastructure in order to facilitate cycling and the safety of cyclists. The Borough Council is providing and encouraging the provision of additional cycle parking, in both existing and new developments. The proposed Zenith development, for example, offers a key opportunity for the marketing of cycle-based tourism, being located on the proposed national cycle network.

14.4.31 The County and Borough Councils, and the North York Moors National Park Authority, are developing proposals for cycle routes both within and to the north and south of Scarborough jointly with Sustrans. Both Councils have contributed to the cost of these studies. The implementation of cycle facilities to the north and south of Scarborough are dealt with in the descriptions of proposals for the adjacent Policy Sub-Areas.

14.4.32 SCOOT Urban Traffic Control will be incorporated into the major integrated transport scheme as a means of achieving bus priority. The present UTC system has achieved substantial improvements in capacity but is limited by the variability of traffic loading beyond what is predictable. In addition to bus priority, SCOOT is expected to deliver reductions in delay of the order of 15% from studies undertaken by specialist consultants.

14.4.33 Traffic Calming has been a key element of measures in Scarborough in recent years. The Borough Council, as agent of the County Council, has established a good record for the careful targeting of expenditure on accident prevention and traffic calming funds in terms of directly reducing accidents at the sites treated. A more fundamental review of the road network within the Policy Sub-Area has been undertaken and opportunities have been identified for a more rigid imposition of a road hierarchy, which would have capacity restraint implications as well as being to the direct advantage of more vulnerable road users.

14.4.34 This has led to the development of proposals to extend traffic calming to additional roads and streets, in some cases on an area-wide basis, reinforcing the hierarchy of roads within the town. The traffic calming proposals are aimed primarily at reducing the intrusion of vehicles into inappropriate streets but will also reduce the accident potential arising from these traffic flows where the demands of access restrict the ability to exclude the traffic.

14.4.35 Opportunies presented by SRB and other funding have provided for the introduction of traffic calming into the shopping area of Filey as a means of improving the pedestrian environment.

14.4.36 There is a high level of expenditure by both the County and Borough Councils on road safety within the Policy Sub-Area and this includes education and publicity for a wider audience, in addition to the high level of access gained to the town's schools.

14.4.37 Parking policy is fundamental to the successful implementation of all elements of the local strategy. The existing use of and demand for car parking within the town and the
opportunities for applying demand management to that pattern of use have been studied extensively by Consultants on behalf of both the County and Borough Councils, working in partnership. These studies have revealed that the existing use of parking areas by tourists is relatively inelastic to changes in the tariffs charged, but would be highly sensitive to changes in the supply/availability of parking. The studies have also indicated widespread use of on-street parking by commuters and tourists staying overnight or longer.

14.4.38 The implementation of on-street charging in the vicinity of the town centre and the control of parking to enable the provision of residents’ facilities in the areas within a short walk of the town centre and key tourist areas will be completed in June 2000. The control of parking within this “collar” around the town centre will favour residents and other specifically identified groups and discourage commuter and long stay visitor parking. The provision of facilities for parking for hotel guests will be incorporated into the scheme.

14.4.39 In the immediate short term it has been concluded that sufficient long stay parking facilities exist outside the town centre to accommodate the displaced long stay parking from the town centre and fringe streets. In the longer term the management of these parking facilities will be developed to progressively displace long stay trips to Park & Ride facilities, as these facilities become available.

14.4.40 Decriminalisation of on-street parking is being evaluated for the Policy Sub-Area. In the short term the introduction of local authority on-street enforcement, replacing Police enforcement in many parts of the centre and adjacent areas, will lead to an increase in the standard of enforcement and in the observance of the controls applied.

14.4.41 Proposals have been developed for the implementation of improved signing, in order to minimise the mileage travelled by vehicles seeking parking appropriate to their destinations.

14.4.42 Improved security has already been provided on the majority of the parking areas within the town, including the key coach facilities. A programme of improvement of security, in all parking areas, is being implemented in order to increase the usage of parking areas, thus reducing pressure on the nearby streets. Such facilities must also be a key element of any long term marketing of the town’s essential tourist industry.

14.4.43 Park and Ride was implemented in Scarborough some years ago as a means of meeting peaks of tourist demand for long stay parking. The application of Park and Ride has now been extended to cover commuters following the introduction of extensive parking controls. At the existing Park & Ride facility on the A64, it has been demonstrated that, despite almost doubling available space, there is barely sufficient capacity to deal with demands within the tourist season and also to accommodate displaced parking as on-street controls are introduced. Investigations indicate that, in the immediate short term, the Park & Ride facilities will have the capacity to deal with week-day, commuter and other long stay demands, except for the peaks of the tourist season. The strategy proposes the extension of Park & Ride to deal with increasing demand, from all the various travel purposes - commuter, shopping, day tourist and longer stay visitors. Partnership arrangements are well advanced to facilitate the new A64 Park and Ride site.

14.4.44 It is anticipated that the significant revenues derived from the introduction of on-street parking charging and other controls will provide the means for supporting the Park & Ride services on a day-to-day basis. Detailed
projections are the subject of a further commission presently being undertaken by the Borough Council's consultants. The Zenith proposals in the North Bay will, if implemented, require substantial adjustments to the public transport facilities within the town in order to accommodate the travel demand to the site without generating additional car-based trips. A development in the vicinity of North Street, in the town centre, will provide additional public transport facilities on the site's frontage, extend the pedestrianised area and also produce a developer contribution to travel which is other than car-based.

14.4.45 It is intended that the Park & Ride facilities will be developed, as previously proposed as part of a PFI bid, on both the A64 and A165 to the south of the town. Further proposals will be incorporated in the Zenith development if it is granted permission and an additional Park & Ride site has been identified for the northern approaches to the town to accommodate vehicle growth beyond the five year period of this Local Transport Plan. The development of the Park & Ride site on the A64 will be supported by substantial contributions from development of adjacent land which will include the construction of the principal access to the site.

14.4.46 Local Highway Schemes form a limited part of the local strategy. These schemes fall into four broad categories. The first category is schemes associated with accident reduction and these are dealt with under a previous heading. A further group of these schemes provides for the improvement of UTC and, specifically, bus priority facilities associated with Park & Ride/Park and Tour. These facilities are being developed as part of the integrated transport project promoted by the County Council and the detail and extent of these measures will be determined at a later stage in the procurement process, when negotiations with a successful bidder may be undertaken. Clearly, given the considerable importance of the public transport operation within the project, the application of value engineering and value management will be critical to the formulation of this group of schemes.

14.4.47 Scarborough has no ring road or similar means of by-passing the centre of the town. Most longer distance north-south journeys pass within a very short distance of the town centre on the A165 and cannot be excluded from this route. Other journeys through the town, for example, A64 to A171, must also pass through heavily congested areas and the volumes of the trips on both the A64 - A171 and A165 routes are largely beyond the control of policies applied within this area. In order to facilitate the levels of traffic which will remain after demand-management measures have been applied it is proposed to implement a diversionary route which will take traffic further to the west of the town centre when travelling from the A64 to the North Bay. This proposal will require substantial signing improvements and some minor junction improvements, all within existing highway boundaries.

14.4.48 The final category of highway scheme proposed is the group of projects which seek to provide minor improvements to highway infrastructure, with a view to maximising the potential use of adjacent lengths of highway. This group of schemes also includes those which will provide specifically for the needs of cyclists and pedestrians on future cycle or pedestrian routes yet to be implemented and for disabled facilities on these and on existing facilities.
Section C

14.5 **Programme**

14.5.1 The programme for 2000/01 is shown in the first column of the bid table at the end of this Chapter.

14.5.2 This Plan provides for:-

- Development of a quality bus network
- Better provision for pedestrians
- Effective traffic calming and safety schemes at identified locations
- Continued improvements for people with disabilities
- Development of Park and Ride, Park and Tour and Park and Rove
- Continued improvements to public transport infrastructure
- Introduction of on-street charging and other parking controls
- Better provision for cyclists
- Local highway schemes

**TABLE - POLICY SUB AREA 2 - SCARBOROUGH 2001/02 TO 2005/06 BID**

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Programme For 2000/01 £K</th>
<th>2001/02 £K</th>
<th>2002/03 £K</th>
<th>2003/04 £K</th>
<th>2004/05 £K</th>
<th>2005/06 £K</th>
<th>Total BID £K</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transport</td>
<td>100</td>
<td>285</td>
<td>220</td>
<td>170</td>
<td>170</td>
<td>70</td>
<td>915</td>
</tr>
<tr>
<td>Local Safety Schemes/Road</td>
<td>100 *</td>
<td>350**</td>
<td>130</td>
<td>90</td>
<td>90</td>
<td>205</td>
<td>865</td>
</tr>
<tr>
<td>Safety/Traffic Calming</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Management</td>
<td>145</td>
<td>115</td>
<td>75</td>
<td>260</td>
<td>75</td>
<td></td>
<td>670</td>
</tr>
<tr>
<td>Pedestrian Facilities and Walking</td>
<td>10</td>
<td>50</td>
<td>50</td>
<td>30</td>
<td>50</td>
<td>50</td>
<td>230</td>
</tr>
<tr>
<td>Cycling</td>
<td>25</td>
<td>100</td>
<td>110</td>
<td>100</td>
<td>80</td>
<td>80</td>
<td>470</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>235</td>
<td>930</td>
<td>625</td>
<td>465</td>
<td>650</td>
<td>480</td>
<td>3,150</td>
</tr>
</tbody>
</table>

* Includes Traffic Management
** Includes £100k for advanced works A165 Scarborough to Leberston
SELBY DISTRICT

15.0 Policy Sub-Area 3: Selby District

15.1 Description of the Area

15.1.1 Selby District is the southernmost part of North Yorkshire. The area is split by the rivers Aire, Ouse and Wharfe. River crossings are limited in number and have a direct effect on transport issues in the area, particularly the crossing of the Ouse in Selby town.

15.1.2 The main settlements are Selby (population 20,870), Tadcaster (5,810) and Sherburn in Elmet (5,750). The area is greatly influenced by the presence of York on its northern boundary, Doncaster to the south and Leeds, Pontefract and Castleford to the west. As a result there is a high number of work trips both into and out of the District. Although the area has the appearance of being, for the most part, rural/agricultural, there are major industrial locations including the mine shaft sites and the Gascoigne Wood Drift Mine associated with the Selby coalfield, the power stations at Drax and Eggborough, and the extensive and expanding industrial areas at Sherburn in Elmet and Eggborough. Quarrying, the breweries in Tadcaster and the mills in Selby and Barlby also generate significant traffic movements in the area.

15.1.3 The M62 runs east-west through the southern part of the area with access at the A19 Whitley Interchange. It forms the main route from Leeds to Hull and the Humber Bridge. The A1(M)/A1 is the major north-south route through the western end of the area. The A1- M1 Yorkshire Link is accessible at Bramham Interchange. The A64(T) Leeds- York-Scarborough Trunk Road provides the main east-west route through the northern part of the area and links with the A1(M) 1 at Bramham. The A19 is the major north-south route from Doncaster- Selby-York-Teesside. It currently has Trunk Road status north of Selby but is proposed for de-trunking. The A63 Leeds-Hull Trunk Road which is also proposed for de-trunking provides a link from Selby to the A1 at Selby Fork. The A1041 Trunk Road south of Selby is proposed for de-trunking and joins the A645 County Road to link with the M62 at Airmyn. The A162 Brotherton to Tadcaster road provides access from the industrial area at Sherburn in Elmet by way of the A63 to A1 at Selby Fork. The route north of Sherburn in Elmet suffers from the limited interchange facilities at the A64 which forces vehicles through Tadcaster by way of the A659 to access the A64 west or A1 north.

15.1.4 The East Coast Main Line railway runs north-south through the area and is accessible at York, Doncaster and Leeds. The Selby District itself has five stations, the principal one being Selby, from where commuter journeys to York, Leeds and Hull are possible. Additionally regional routes operate between Leeds and Hull, Leeds and York and to the south of the area, Knottingley and Goole. The rail network also provides important links for rail freight, especially the transportation of coal to the power stations in the area and from a block-making plant utilising power station ash.

15.1.5 Bus infrastructure in the area varies in quality. There are bus stations at Selby and Tadcaster, both of which are inadequate and need to be improved. The bus network is provided by one main operator, Arriva, through a mixture of commercial and contract services. Rural Bus Grant is being utilised to enhance routes in the area, notably the Tadcaster-Pontefract corridor.

15.1.6 There are three navigable waterways in the area, the River Ouse, the Knottingley and Goole Canal and the Selby Canal.

(a) There are wharf facilities on the River Ouse at Selby and York. Up to four
ships per month use the river up to Selby and 8-10 barges per month travel to the mill upstream of Selby Swing Bridge. From Selby to York and further upstream the use is predominantly by pleasure craft.

(b) The Knottingley and Goole Canal is part of the Aire and Calder Navigation within the Selby area. It has wharf facilities at Whitley but these are currently not used. The Canal links the Ouse at Goole with the Leeds and Wakefield areas and is used commercially for the transport of such products as aggregates and sand.

(c) The Selby Canal links the River Aire at West Haddlesey with the River Ouse at Selby. It is predominantly used by leisure craft and is maintained to a standard appropriate to this use.

15.2 Problems and Opportunities

15.2.1 The principal issue in the Selby Area is the difficulty created by the River Ouse crossing in Selby Town and the fact that the A19 north-south route and the east-west A63 meet at the town to make use of this facility. The fact that the river bridge has to open, to allow passage of shipping, adds to the congestion and delays. The Government has announced that work is to start on the construction of a Selby Bypass in the financial year 2001/2002. Completion of the Bypass will remove through traffic from the town and reduce congestion. It will also enable traffic management proposals to be developed and considered to bring about further improvements in the environment and amenity of the town for all groups of road users. The construction of the Selby Bypass will provide access to land for Industrial development which could also enable better wharfage facilities to be made available on the River Ouse, opening up the opportunity for a potentially greater use of the river.

15.2.2 The County Council is extremely concerned about the number of accidents occurring on the A64 Trunk Road and supports the Highways Agency's proposals to carry out improvement schemes at Colton Lane and Tadcaster Bar and to pursue the closure of central reserve gaps. The County Council requests that the junction at Tadcaster Bar should provide for all movements on and off the A64. This will provide environmental improvements to Tadcaster by enabling traffic to and from the Islington Industrial Estate access/egress arrangements to and from the A64 without the need to travel through the town centre.

15.2.3 The growth of industrial development at Sherburn in Elmet has generated a considerable increase in the movement of heavy commercial vehicles, particularly in the western half of the Area. The imposition of HCV restrictions at Brotherton, Sherburn in Elmet area and north of Tadcaster has gone some way towards controlling these movements. However, vehicles travelling to or from the A1 north still need to pass through Tadcaster because of the lack of connections between the A162 and the A64 Trunk Road. Over the last six years the number of heavy goods vehicles travelling through Tadcaster by way of the A162 has increased significantly. As development continues at Sherburn in Elmet similar increases are likely over the plan period.

15.2.4 To address this issue discussions are being held with existing businesses and future developers regarding provision of an intermodal terminal at Sherburn in Elmet and contributions to the upgrading of the A162/A64 junction. Concern has been expressed over the movements of HCVs from Sherburn in Elmet across Selby Common. A need has been identified to exercise more control over vehicle movements in the Tadcaster area. A comprehensive survey of vehicle movements in the area has recently been carried out, from which traffic management proposals will be developed. These movements will continue to be
monitored. The problems caused by movement of heavy goods vehicles between the A63 west of Selby and the A19 to the south will also be assessed.

15.2.5 The most widespread concern expressed by villagers in the area is the speed of traffic. Requests for speed limits, speed limit reviews, traffic calming and local safety schemes form the bulk of the problems identified by residents.

15.2.6 Use of the Selby Canal by leisure craft has increased significantly in recent years and this route could be upgraded for commercial use if a viable level of cargo traffic were available. With the potential for access to the Aire and Calder Navigation at Whitley there is clearly an opportunity to promote the use of this facility, particularly in mind the growth of industry in the Eggborough area and the presence of two power stations.

15.2.7 An opportunity exists for greater commercial use of the River Ouse, which links North Yorkshire with Mainland Europe. There is potential for movement of 2,000 tonnes per vessel from Selby and 300 tonnes between Selby and York. Selby is the furthest inland port in the UK. It serves an area including York, Doncaster, Leeds and Hull, but is in direct competition with the major ports of Hull and Goole, as well as the smaller inland port of Howdendyke in the East Riding of Yorkshire. Recent traffic flows through the port have declined substantially, mainly due to competition from the other ports and the limitations of the size of vessel able to be accommodated at Selby. The key restriction on size of vessel is provided by the “No Man’s Friend Bend” east of Selby. This constraint prevents use of the European standard small trader vessels, which limit the markets which Selby can serve.

15.2.8 Local bus services in the area are provided through a mixture of contract and commercial routes. The principal operator (Arriva), maintains a network of commercial services along the key corridors of Selby-Ricall-York; Selby-Cawood-York; Selby-Leeds and Selby-Doncaster. Evening and Sunday services are provided commercially between Selby-York and under contract on the other two key corridors.

15.2.9 Another important corridor is Tadcaster-Sherburn-Pontefract where recent Rural Bus Grant expenditure has improved the level of service. This has particularly been the case at Sherburn in Elmet where, in view of the expanding industrial estate, new bus services to the estate from Selby, Castleford, Pontefract and Tadcaster have been introduced.

15.2.10 The frequency of services away from these main corridors is variable with, in some cases, only a weekly market day service operating.

15.2.11 The County Council, in partnership with other agencies, has been successful in an application for RTP funding for a Rural Transport Partnership in this area. An Action Plan has been approved and detailed first year projects are now being implemented. These include:

- Improved co-ordination of existing community vehicles;
- The introduction of local services to provide the opportunity for unemployed people to access employment;
- Flexible local volunteer run community bus services.

15.2.12 The RTP will support the development of a complimentary network of community transport services and will make better use of existing community transport resources.

15.2.13 There are three market towns in this area, Selby, Sherburn in Elmet and Tadcaster. An audit of bus stop waiting facilities at these market towns has been carried out and improvements to the infrastructure at
Section C

The central location in each is being progressed. In Selby the bus station is approximately 140 m from the railway station. This provides the opportunity to develop a transport interchange, with through ticketing between rail and bus possibility. By providing the right level of comfort and convenience it is anticipated that increasing numbers of commuters can be persuaded to leave their cars at home and travel to the railway station by bus. The recently announced imminent introduction of a direct rail service to London will also provide the possibility of further integrated travel opportunities.

15.2.14 The Trans Pennine Trail which is a 205 mile cycle route linking Hull with Liverpool and forming part of the National Cycle Network, passes through the Selby Area. It is due to be completed by the end of 2000. It enters the County south of Hemingbrough and continues to Selby with a spur to the north to York. The Hemingbrough to York section also forms part of the Hull - York - Middlesbrough cycle route. The Trans Pennine Trail then turns south to leave the County by way of the River Aire bridge at Carlton. These routes are aimed at a wide variety of users, including local trips to school, work or shopping as well as recreational use.

The County Council is active in implementing the completion of the network and recognises the benefits to be gained from extending cycle routes beyond the Trail and the Sustrans Network.

15.3 Local Objectives

15.3.1 All the County objectives in Chapter 1 apply in the Policy Sub-Area but recognising the particular needs of the area, the following objectives will receive highest priority:

- To manage the overall demand for travel into and through the area and to increase the use of accessible, affordable alternatives to car transport, such as walking, cycling and the use of public transport.
- To reduce the impact of non-essential HCV traffic in both the urban and rural areas.
- To improve road safety and reduce the annual number of road injury casualties.
- To enhance the infrastructure in order to underpin the major economic activities in the area.

15.4 Local Strategy

15.4.1 On completion of the Selby Bypass the County Council will examine the opportunities for implementing traffic management measures to further enhance the amenity and environment in the Town, looking at the needs of all road users.

15.4.2 Further studies have been carried out to determine the movement of traffic in the Tadcaster area and, in cooperation with local bodies, schemes are being developed to remove non-essential traffic from the Town Centre, to give priority to pedestrians, and to address the problems at locations with a record of personal injury accidents.

15.4.3 In view of the likely growth of HCV traffic from Sherburn in Elmet requiring access to or from the A1 North, the County Council in consultation with the Highways Agency is seeking funding by way of its own resources and developer contributions for improvements to the A162/A64 junction to provide multi-directional access to and from the A64. The movement of HCVs over Selby Common is being monitored. Studies have been carried out to establish the movement of HCVs in the area between the A63 and the A19 to the southwest of Selby and, where necessary, measures will be introduced to control these movements. The County Council will establish a Freight Quality Partnership to consider freight movement around the Sherburn in Elmet industrial area.

15.4.4 Traffic speeds are being addressed by the revision or introduction of speed...
limits and by improved signing. Where personal injury accidents have been recorded, traffic calming/local safety and gateway schemes will be developed. Traffic calming or local safety schemes have already been introduced at 11 locations on the County Road network in Selby District. The second phase of traffic calming at Flaxley Road, Selby and Sherburn in Elmet will be completed in 2000/2001, to be followed by schemes at 4 other locations later in the same period. A further twelve locations are identified on the reserve list for future traffic calming/gateway schemes and two of these will be implemented in year 1 of this Plan.

15.4.5 The County Council will assess and seek to develop the opportunities for provision of intermodal terminals at Selby (Road/Rail/River) and at Sherburn in Elmet (Road/Rail).

15.4.6 Following the audit of facilities in market towns, public transport infrastructure will be developed at the following sites:-
- Selby Bus Station
- Tadcaster Bus Station
- Sherburn in Elmet

15.4.7 Further investigation will be carried out into the feasibility of developing a bus/rail interchange at Selby.

15.4.8 The County Council is working with bus operators and neighbouring authorities to develop the following key bus corridors:
- Selby-Leeds
- Selby-York
- Selby-Doncaster
- Tadcaster-Sherburn in Elmet-Pontefract
- Selby-Google

15.4.9 It is the intention to improve the Selby-Leeds corridor to coincide with the development of the East Leeds Guided Busway and to take the best advantage of investment in low floor accessible vehicles that will result.

15.4.10 An analysis of passenger facilities is being conducted in co-operation with the relevant bus operators along these routes. Improvements in infrastructure, vehicle quality and service frequency will be developed in tandem to increase public transport use and encourage motorists to make the switch from the car.

15.4.11 An audit of facilities at railway stations has been completed and its findings discussed with the SRA. Improved information provision, signing and passenger waiting facilities and access will be undertaken in conjunction with Railtrack and the Train Operating Companies. Additionally, following discussions with Railtrack and the outcome of an initial feasibility analysis carried out during transpennine franchise development, consideration will be given to economic feasibility studies for new stations at Thorpe Willoughby and Cliffe.

15.4.12 Local cycling plans will be developed for the following locations:
(a) - Selby
(b) - Tadcaster
(c) - Sherburn in Elmet

The Plans will identify specific measures to be put in place aimed at improving safety and convenience for existing cyclists and encouraging new cycling opportunities as an alternative to motorised transport. The timetable for the development and implementation of the plans will be determined following consultation with Selby District Council. A Local Working Group has been set up in the Sherburn in Elmet area to develop and progress the plan for that area.

15.5 Programme

15.5.1 Following the recent completion of speed limit reviews at four locations in the Selby area, work is continuing on reviews at four other locations. A further seven requests have been received for speed limits to be reviewed.
### MARKET TOWN FACILITIES AUDIT - POLICY SUB AREA 3

<table>
<thead>
<tr>
<th>Location</th>
<th>Road markings</th>
<th>Lay-by</th>
<th>Bus Stop/Plant Location (g)</th>
<th>Part (N/S, C, etc. or other component)</th>
<th>Shelter (N/R, LV, With Lighting)</th>
<th>Seating</th>
<th>Litter Bin</th>
</tr>
</thead>
<tbody>
<tr>
<td>TADCASTER</td>
<td>Y</td>
<td>N</td>
<td>LP</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td>Station Rd (in)</td>
<td>Y</td>
<td>N</td>
<td>LP</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td>Kirkgate (in)</td>
<td>Y</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>High St (in)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>O</td>
<td>N</td>
<td>LN</td>
<td>Y</td>
</tr>
<tr>
<td>High St (out)</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>LN</td>
<td>N</td>
</tr>
<tr>
<td>Bus Station</td>
<td>Y</td>
<td>Y</td>
<td>Px1 Px2</td>
<td>O</td>
<td>C</td>
<td>LN</td>
<td>Y</td>
</tr>
<tr>
<td>SHERBURN</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Moor Lane opposite pub</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Moor Lane Health Centre</td>
<td>N</td>
<td>N</td>
<td>LP</td>
<td>CC</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>North Drive</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Kirkgate</td>
<td>N</td>
<td>N</td>
<td>LP</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Low street</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>LN</td>
<td>N</td>
</tr>
<tr>
<td>Low street</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>CC</td>
<td>Y</td>
<td>LN</td>
<td>Y</td>
</tr>
<tr>
<td>SELBY</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Leeds Road</td>
<td>Y</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>Y</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Gouthorpe</td>
<td>Y</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>Y</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Bus station</td>
<td>N/A</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>LNx5</td>
<td>Y</td>
</tr>
</tbody>
</table>

### RAILWAY STATION FACILITIES AUDIT - POLICY SUB AREA 3

<table>
<thead>
<tr>
<th>Church Farnley</th>
<th>Hassall</th>
<th>Selby</th>
<th>Sherburn</th>
<th>South Milford</th>
<th>Lichfield</th>
<th>Whitley Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>N</td>
<td>YS</td>
<td>YS</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Booking office: Y 1 days per, 7-4pm</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Public phone</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td>Taxi rank</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td>Toilet (N/R, Y yes, 4+ yes and disabled access)</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Buffet/Cafe/Shop</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Access for disabled</td>
<td>N</td>
<td>Y</td>
<td>P</td>
<td>P</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Shelter (N/R, O open canopy style, 50+ max users, 50+ waiting room)</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Seating (N/R, 1 yes outside, 5+ yes inside &amp; balcony)</td>
<td>160</td>
<td>160</td>
<td>160</td>
<td>160</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>Platform Lighting</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Shelter Lighting</td>
<td>NB</td>
<td>NB</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>CCTV</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Train Information (Y yes, Y yes - real-time info)</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Bus information (on station board)</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Bus stop at station (N/R, if distance, Y/R yes pole, Y/R yes shelter)</td>
<td>100m</td>
<td>100m</td>
<td>100m</td>
<td>100m</td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>TT Information (N/R, yes outside, 5+ yes inside &amp; balcony)</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Local information - directions to village etc.</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Local information - directions to bus stop</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Cycle locker (Y secure locker, R regular use)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Luggage Trolleys Available</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Litter Bin</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Parking: how many spaces: Free? Y yes free, FI not free</td>
<td>FI20</td>
<td>FI20</td>
<td>FI20</td>
<td>FI20</td>
<td>NONE</td>
<td>YI20</td>
</tr>
</tbody>
</table>
Policy Sub-Area 3 - Bus Network

Key

- Bus service 6 or more days a week
- Bus service less than 6 days a week

The material in this map is based upon an Ordnance Survey map with permission of The Controller of HMSO. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution. NYCC Licence: LA076783.
and these will be dealt with in turn.

15.5.2 In the early part of 2000/2001 the second phase of traffic calming will be completed at Flaxley Road, Selby and Sherburn in Elmet, to be followed later in the year by traffic calming or local safety schemes at Thorpe Willoughby, Kellingley, Barkston Ash and the A162 north of Brotherton. A further twelve locations are identified on the reserve list for future traffic calming/gateway schemes. Implementation of these schemes in future years will be dependent on a priority assessment based on the record of personal injury accidents and budgetary constraints, although two of the highest priority schemes will be implemented in 2001/02.

15.5.3 Safety studies will be carried out at specific locations on the major traffic routes, to be identified by reference to the record of personal injury accidents. A programme of safety improvements at three locations on the B1222 and one on the B1244 has been identified for 2001/02.

15.5.4 The Sherburn in Elmet/South Milford Cycling Working Group is developing the cycling plan for that area. Those facilities which are identified and can be implemented within the available budget will be provided. Similar plans will then be developed for Selby and Tadcaster.

15.5.5 Improvements to passenger waiting facilities, including the provision of comprehensive information, are being developed at Tadcaster bus station.

15.5.6 New or refurbished waiting facilities at bus stops, together with associated highway improvements to provide disabled access, are being prepared at key sites along the following corridors:-

Selby-Sherburn in Elmet - Leeds
Selby-Cawood - York
Selby - Riccall - York

15.5.7 In summary this Plan provides for:

- Continued improvements to public transport infrastructure
- The development and implementation of local cycling plans
- Effective traffic calming and safety schemes at those locations already identified and at other locations where there is a record of personal injury accidents
- Reducing the impact of non-essential HCVs.
- Development of a Freight Quality Partnership

### TABLE - POLICY SUB AREA 3 - SELBY DISTRICT  
2001/02 - 2005/06 BID

<table>
<thead>
<tr>
<th>SCHEME</th>
<th>PROGRAMME FOR 2000/01 £K</th>
<th>2001/02 £K</th>
<th>2002/03 £K</th>
<th>2003/04 £K</th>
<th>2004/05 £K</th>
<th>2005/06 £K</th>
<th>TOTAL BID £K</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transport</td>
<td>123</td>
<td>140</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>160</td>
<td>600</td>
</tr>
<tr>
<td>Local Safety Schemes/Road Safety/Traffic Calming</td>
<td>123 *</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>1,000</td>
</tr>
<tr>
<td>Traffic Management</td>
<td></td>
<td>50</td>
<td>50</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>400</td>
</tr>
<tr>
<td>Pedestrian Facilities and Walking</td>
<td>12</td>
<td>30</td>
<td>30</td>
<td>30</td>
<td>30</td>
<td>30</td>
<td>150</td>
</tr>
<tr>
<td>Cycling</td>
<td></td>
<td>-</td>
<td>40</td>
<td>40</td>
<td>25</td>
<td>50</td>
<td>205</td>
</tr>
<tr>
<td>TOTAL</td>
<td>258</td>
<td>460</td>
<td>420</td>
<td>455</td>
<td>480</td>
<td>540</td>
<td>2,355</td>
</tr>
</tbody>
</table>
16.0 POLICY SUB AREA 4 - NORTH YORK MOORS

16.1 Description of the Area

16.1.1 The North York Moors Policy Sub-Area consists of the National Park and its immediate surroundings, including towns and villages which lie close to the southern and western Park boundary, and the port of Whitby to the east.

16.1.2 The area is characterised by remote moorland, steep valleys, forest areas and a dramatic coastline. These attributes led to its designation as a National Park in 1952 and are the same factors which currently attract some nine million visitor days spent in the National Park and a similar number in transit.

16.1.3 The area covers approximately 1,500 square kilometres with a total population of 50,000. 1,375 square kilometres of the Policy Sub-Area lies in the North York Moors National Park with a very low population density of 16 people per square kilometre. Major towns and villages are Whitby (population 14,000), Great Ayton (4,660), Helmsley (1,530), Kirkbymoorside (2,750), Pickering (6,590) and Robin Hood’s Bay (1,620), all of which lie on the edge of the Policy Sub-Area. The sparsity of population creates particular problems of isolation from services, difficulties in providing viable public transport and the need to maintain an extensive network of minor roads.

16.1.4 Despite these problems, local communities and visitors cherish the area and its special qualities.

16.2 Problems and Opportunities

16.2.1 The remoteness of the North York Moors has long been recognised. In previous centuries it was said that the best road to Whitby was the sea and, even today, winter weather can isolate communities for a considerable time.

16.2.2 This remoteness has resulted in high car ownership overall, although this masks evidence of severe deprivation with more than one in six households in the area not having a car (a proportion which is much higher in some towns and villages).

16.2.3 Trends such as the further centralisation of essential services, closure of local shops, banks and post offices, together with the growth of short-term contracts, and seasonal and part-time working require many people to make long journeys to medical, employment, training and educational facilities. Demographic trends show that the old will soon outnumber the young: this will be particularly pronounced in the Policy Sub-Area and has major implications for meeting the transport needs of both local communities and tourism.

16.2.4 Whitby has its own particular problems and opportunities which stem from its topography, including the major impact of the River Esk which divides the town, its fishing and port facilities, its role as a market town for a considerable hinterland, and its important role in tourism. A Traffic Management Partnership has been established in Whitby in order to engage the local community in consultation and to progress a number of initiatives.

16.2.5 Whilst Whitby is a key visitor attraction, most of the other tourist centres are small in scale and thus suffer from limited infrastructure and, particularly on the coast, very difficult vehicular access.

16.2.6 Visitor-related traffic makes up the largest proportion of traffic on the roads in the area and is seasonal in nature (albeit the tourism industry is witnessing, and encouraging, a substantial extension of the season).

16.2.7 The main “attraction” of the area is the overall landscape quality and this has led to a pattern of “grazing” in which visitors move between several
16.2.8 Other economic generators include forestry (50,000 tonnes of timber extracted annually) and farming. Both activities pose special problems of access by large vehicles to remote areas. There are also a number of quarries, most of which produce aggregate. Although just outside the LTP area, Boulby Potash Mine employs 850 people and produces 2.2 million tonnes of processed material a year. As part of its planning conditions, the National Park Authority limits the amount of material which can be transported by road to 150,000 tonnes and also specifies the road network which may be used.

16.2.9 A dozen small industrial estates are to be found close by towns and villages in the area and many of these are located on lower category roads. Freight handled by the port of Whitby is currently transported by road even though this requires negotiating severe gradients.

16.2.10 Principal roads are limited to five corridors (A169 moorland route from Pickering to Whitby; A170 Thirsk to Scarborough; A171 coastal route from Scarborough to Whitby; A171 moorland route from Whitby to Teesside and A174 coastal route northwards from Whitby towards Teeside). None of these routes is ideal for heavy commercial vehicles, nor for peak volumes of recreational traffic.

16.2.11 Until the 1960s, the area enjoyed good rail links with coastal routes to the north and south from Whitby, a line westwards from Whitby to the East Coast mainline at Picton (and with a branch to Middlesbrough), and a line branching off the Esk Valley route at Grosmont and running south through Newtondale to Pickering and thereafter across the Vale of Pickering to join the Scarborough to York line at Rillington, just east of Malton.

16.2.12 Rail links are now limited to the Esk Valley line, operated by Northern Spirit, providing connections with the rest of the rail network at Middlesbrough, and the privately operated North York Moors Railway which links Pickering with the Esk Valley line at Grosmont, to the west of Whitby. The Esk Valley line provides an essential service for remote villages in the Esk Valley, carrying almost 2000 students to school in Whitby every day. This journey is particularly important during winter when the steep valley roads are often impassable or unsafe for motor vehicles. The North York Moors Railway provides a popular passenger service for tourists, although some freight movement has recently been piloted.

16.2.13 There is a rail link from the Boulby Potash Mine which is used to transport potash to a railhead at Teesport. An initial study is being undertaken into the opportunities for re-opening all or part of the former route between Pickering and Rillington.

16.2.14 Enforcement of existing and any proposed traffic regulations is difficult given the remoteness of the area and very limited Police resources. This applies to parking regulations, weight, height and width restrictions, and speed enforcement and may lead to a higher proportion of infringements than would be the norm in a comparable area which benefits from a higher Police priority for traffic issues.

16.2.15 The special economic and environmental issues and needs of the area have led to its designation as a Rural Development Area and its qualification for European Objective 2 status.

16.2.16 An integrated research programme gathers data from visitors, residents, public transport users, car drivers and special interest groups to identify key locations during the day. The highly acclaimed “Moorsbus Network” attempts to replicate these patterns by providing frequent, high quality bus services with a low-cost, all day seasonal ticket. Tourism generates over £200 million for the local economy in the Policy Sub-Area and is the major employment source.
16.2.17 Quantitative data is gathered from a series of automatic traffic counters, pedestrian counters on key routes, as well as through the STEAM model which computes economic and employment impacts derived from tourism. This data is especially useful in tracking changes in behaviour and the influence of external factors.

16.2.18 The results of all this work, together with frequent meetings with Parish Councils and other groups, have added to the understanding of a complex and often conflicting set of relationships and expectations.

16.2.19 Through these processes, four major issues have been identified:

(a) volume of traffic (leading to loss of the special qualities of the area such as tranquility and landscape beauty; increased pressure for formal parking provision and road “improvements” and significant disadvantage to pedestrians and cyclists);

(b) excessive speed (leading to accidents especially amongst motorcyclists and with animals; pressure for more, larger and higher visibility signs and engineering “solutions”; an unfair competitive advantage for private cars over buses; and further disadvantage to vulnerable road users such as pedestrians, horse riders and cyclists);

(c) commercial vehicle traffic (perceived as using inappropriate routes);

(d) limited public transport access (to centres of employment, education, social and recreational facilities, including evening services).

16.2.20 Some of these issues have been subject to detailed study in recent years and the successful TPP rural package bid (1999-2000) and the Provisional Local Transport Plan (2000-2005) have enabled initial work to commence.

16.2.21 The status of the area as a National Park brings national recognition and a great amount of empathy from visitors, it is also an area which is challenged by Government to be at the forefront of innovative traffic management solutions. These are not always universally welcomed at a local level where understandable concerns exist about the impact on businesses and the possible exclusion of traditional car-borne visitors. The challenge of winning a broad local consensus for new ideas will be taken up. In this regard, local communities will be involved at a development stage in schemes in the area. Tapping local knowledge and expertise will be vital to the success of new ideas.

16.3 Local Objectives

16.3.1 In addition to meeting the overall objectives of the Local Transport Plan, the strategy for the Policy Sub-Area also meets the requirements of the Environment Act 1995 in that most of the area is designated as a National Park.

16.3.2 The traffic and transport strategy for the North York Moors has been developed over a number of years and has been subject to widespread consultation. It has four principle objectives:

- raising awareness
- managing demand
- reducing impact
- improving options

16.3.3 Consistent monitoring of the impacts of the traffic and transport strategy is also central to the work, and includes qualitative as well as quantitative assessments.
16.3.4 These objectives are not only used to influence related land-use and transport planning policies, but are also actively promoted to the public, both visitor and residents, as part of a high profile travel awareness campaign using a variety of media, including permanent exhibitions, popular publications and national radio, television and newspaper articles. This in itself poses a challenge as visitor traffic is generated from the whole of the UK (and overseas) and thus targeted messages are more difficult and costly to achieve.

16.3.5 As recreational traffic is a key factor in traffic volume, demand management is largely aimed at this group, although there are complement ary benefits for local communities, and social inclusion as a result of the measures proposed here.

16.4 Local strategy

16.4.1 The approach adopted in the North York Moors Policy Sub-Area is based firmly on the key objectives highlighted in paragraph 16.3.2 working through a variety of active partnerships to optimise opportunities to make a real difference to the quality of life of all those living or working in the Area, those visiting it, and addressing the central issue of protecting and enhancing the environmental qualities of the area for present and future generations.

16.4.2 The local strategy aims to achieve its objectives through demonstrating full integration. Every project is viewed holistically to address issues such as modal shift, removing barriers for the less able, improving safety and health, reducing crime and widening social inclusion.

16.4.3 Implementation will be fully integrated with other programmes and projects such as the Single Regeneration Bids for North Yorkshire, Staithes, the Yorkshire Coast; the "Removing Barriers" initiative of the National Park Authority which has achieved Lottery funding; the Ryedale and North East Yorkshire Rural Transport Partnership; Rail Passenger Partnerships;

Community Safety and Crime Reduction strategies and other partnerships. It is through influencing these additional delivery mechanisms that best value can be demonstrated and the greatest long-term benefit accrue.

16.4.4 The objectives are developed in a series of six themes: strategic routes and areas; public transport (bus services, passenger transport information, rail services); Whitby Traffic Management Partnership; parking policy; cycling; and removing barriers.

Strategic Road Corridors

16.4.5 A169 - This route over the high moorland between Whitby and Pickering suffers from problems during the winter months and has severe gradients at Blue Bank and Saltergate. The serious accident record for HCVs at Blue Bank has been addressed through signage (including variable message displays) and physical measures. The village of Sleights suffers from severance. The first phase of traffic calming for the village included a gateway scheme and Phase 2 traffic calming will be implemented in the current year. An accident record exists at Saltergate with acute bends and steep gradient. Within a short distance of the hill is extensive car parking on the opposite side of the road to the main attraction (the Hole of Horcum). This results in considerable numbers of pedestrians crossing the highway along a 200 metre stretch. It is unlikely that current resources could be directed to realigning the road and displacing parking to the safer, same side of the road as the attraction (which may be the best option). Nevertheless a safety audit will be carried out here and on the adjacent Saltergate Bank and necessary works implemented to ensure improved safety for all road users. Excessive speed is also an issue on this route. There is a safety issue.
Section C

16.4.6 A170 - The string of towns and villages along this route suffer from severance. The high incidence of tourist traffic, with resultant peaks on Saturdays, Sundays, Bank Holidays and daily during the school summer holidays, makes severance a particular problem. Some of the communities on this route suffer from an unacceptably high incidence of accidents. Along this corridor there are a number of small industrial estates, secondary and primary schools, leisure, retail and service facilities, including ambulance, fire and police stations. Most villages are subject to 30 or 40 mph speed limits, but the national speed limit in between causes increased acceleration and deceleration on the approaches to speed restricted areas. An aim of the overall strategy will be to smooth traffic flow, regulate speed and reduce the incidence of personal injury accidents along the whole of this corridor.

16.4.7 The bus service which runs along this road is at a competitive disadvantage when compared with private car journeys, and the cars may well be travelling at speeds in excess of local and national limits. There are a very limited number of bus shelters, an issue which is to be addressed during the Plan period. This year the service has been more closely linked into the Moorbus network through the extension of the service to Sutton Bank, and the issue and acceptance of Moorbus “All-day” tickets.

16.4.8 The severe gradient at Sutton Bank is subject to frequent closures due to HCV breakdowns and accidents, but the alternative routes are less than ideal taking traffic along narrow roads and through villages. Caravans are prohibited from using Sutton Bank. Traffic calming will be implemented on the alternative routes and a review of signing in advance of the hill will be undertaken. A more fundamental review of the opportunities to deal with this problem will be undertaken with all stakeholders, including the Police.

16.4.9 At Pickering a combination of local traffic, a roundabout and traffic signals causes delays and queuing of stationary traffic of up to 5 km during the summer months. This results in a high incidence of traffic-generated air pollution which is compounded due to the canyon effect of buildings. A total corridor approach is considered to be important here and will involve the encouragement of travel plans, establishing safe routes to schools, enhanced cycling facilities, speed reduction and enforcement, improved priority for buses and their passengers, public transport information and the possibility of a Quality Bus Partnership.

16.4.10 A171 - There is a safety issue on this route both to the north and south of Whitby. The road offers limited overtaking opportunities, has poor horizontal and vertical alignments and suffers problems from weather conditions in winter. A safety review for the whole of the route will be undertaken with the aim of developing a phased programme of safety improvements at the priority locations in the later years of this Plan. Traffic management in the Whitby area will be undertaken as part of the Whitby Traffic Management Strategy. The potential for greater use of cycling will be explored along the former rail line between Scarborough and Whitby, giving access to a number of smaller villages including Robin Hood’s Bay. An improved cycle and pedestrian crossing at the A171 near Hawsker will be implemented, as will traffic calming measures in High Hawsker. At the southern end of the route as it approaches the Scarborough Policy Sub-Area, speed is an issue. Speed cameras have been installed south of the boundary in Cloughton and Burniston and the effect of their extension (and associated signage)
nort hwards will be considered.

16.4.11 A174 - There is a safety issue on Lythe Bank to the north of Whitby and speed is an issue which has been identified in Hinderwell, Lythe and Sandsend. Severance in the first two villages will require further consideration. Traffic calming measures are planned for Lythe and Sandsend.

16.4.12 B1257 - This route has a poor accident record, particularly amongst motorists, many of whom use this route as a speed challenge disregarding other road users and the varied geometry and hazards of the road. The corridor was subject to safety measures, traffic calming and publicity measures as part of the original TPP Package bid.

16.4.13 Central moorland area - The minor road network across the central moorland is subject to severe problems during winter, exacerbated by the growing use of four wheel drive vehicles for whom road closures and adverse weather conditions are more often than not seen as a challenge. Traffic demand management in this area is difficult to achieve, but as this is the critical area for landscape and environmental protection, it is an issue which requires innovative and decisive action. Restricting parking in this area has already aroused opposition, as it has been seen as a threat to the elderly in particular and also a possible threat to commercial activity in nearby towns and villages. The road network in the central moorland area is used by a very wide range of vehicles involved in agriculture and forestry as well as by private cars, HCVs and coaches.

16.4.14 Use of the network by equestrians, cyclists and walkers is also substantial. Animals and birds are also an added hazard on these roads with sheep deaths (and consequent motor vehicle accidents to motorists) on these roads posing a significant problem. An advisory speed limit is being implemented as an attempt to improve safety for all road users by deterring high speeds and through journeys. (Experience elsewhere suggests that a mandatory limit would bring about significant reductions in personal injury and animal accidents, as well as a real decrease in 85 percentile traffic speeds. Comparison between an advisory and mandatory limit will be closely monitored and assessed).

16.4.15 A corridor approach will be adopted on the C20 Keldholme to White Cross (near Commondale) route, considering the issues raised above. Traffic calming and the impact of on-street parking in the villages of Hutton le Hole and Castleton will also be examined. Other local safety schemes, traffic calming and traffic and parking management in places such as Great Ayton, Coxwold and Osmotherley will be pursued as part of the responsive nature of the Plan. The concept of Quiet Lanes (or Shared Roads) will be developed during the period of the Plan in partnership with Parish Councils and user groups. These will effectively be in the villages and settlements which surround the Moors (or in certain Dales) where there will be benefit for local communities by significant reduction of motorised traffic. However, the effect of such quiet zones will need careful monitoring to ensure they do not become an attraction in their own right, thus generating additional traffic by visitors.

16.4.16 Public transport - The problems of a very remote area, seasonally heavy tourist demand and a very low population density mean that a variety of public transport options must be explored. An audit of public transport facilities has been carried out by the County Council which identified where improvements are needed. The existing rail and bus options are being actively promoted and greater integration is being developed despite the difficulties of timetabling and joint ticketing.

16.4.17 Bus services - There are regular commercial bus services on the strategic road corridors, i.e. the A169, A170, A171 and A174. The importance
### Market Town Facilities Audit - Policy
#### Sub Area 4

<table>
<thead>
<tr>
<th>Town</th>
<th>Location</th>
<th>Road crossings</th>
<th>Layby</th>
<th>Bus Stop Plate Location</th>
<th>Long Stay Parking</th>
<th>Park &amp; Ride (Pop under diary)</th>
<th>Parking (Pop under diary)</th>
<th>Shelter (No. U/L; With lighting)</th>
<th>Seating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pickering</td>
<td>Eastgate o/s Pub</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Eastgate o/s Shops</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>C</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>The Ropery o/s Library</td>
<td>Y</td>
<td>P</td>
<td>O</td>
<td>C</td>
<td>LN</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>The Ropery o/s toilets</td>
<td>Y</td>
<td>P</td>
<td>O</td>
<td>C</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td>Kirkby Moorside</td>
<td>Market Place opp Bank</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>C</td>
<td>N</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Market Place o/s Church</td>
<td>Y</td>
<td>Y</td>
<td>P</td>
<td>O</td>
<td>C</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Helmsley</td>
<td>Market Place o/s Statue</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td></td>
<td>Market Place o/s Coop</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>C</td>
<td>C</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
</tbody>
</table>

### Railway Station Facilities Audit - Policy Sub Area 4

<table>
<thead>
<tr>
<th>Staff - Platform Y/D. Booking Y/D. Signal Y/D. No N</th>
<th>N</th>
<th>N</th>
<th>N</th>
<th>N</th>
<th>N</th>
<th>N</th>
<th>N</th>
<th>N</th>
<th>N</th>
<th>N</th>
<th>N</th>
<th>Y</th>
<th>N</th>
<th>N</th>
<th>N</th>
</tr>
</thead>
<tbody>
<tr>
<td>Booking office - Y = 7 days, P = 7 days, N = N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Public phone</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Tani room</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Toilet (No. Y: Yes; N: No and disabled access)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Buffet/Gold shop</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Access for disabled</td>
<td>P</td>
<td>N</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Shelters (No. 0: Open canopy style; 50 semi open, 50 waiting room)</td>
<td>SS</td>
<td>SO</td>
<td>SS</td>
<td>SS</td>
<td>SS</td>
<td>SS</td>
<td>SS</td>
<td>SS</td>
<td>SS</td>
<td>SS</td>
<td>SS</td>
<td>SS</td>
<td>SS</td>
<td>SS</td>
<td>SS</td>
</tr>
<tr>
<td>Seats (No. 1: Inside; 1: Yes outside; 1: Yes inside &amp; outside)</td>
<td>120</td>
<td>120</td>
<td>120</td>
<td>120</td>
<td>120</td>
<td>120</td>
<td>120</td>
<td>120</td>
<td>120</td>
<td>120</td>
<td>120</td>
<td>120</td>
<td>120</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>Perform lighting</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shelter lighting</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>CCTV</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Train information (Y/Yes; Y/Yes + real time info)</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus information on station land</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Bus Stop at station (Y/Yes; Yes; Y/Yes shelter)</td>
<td>400m</td>
<td>100m</td>
<td>400m</td>
<td>300m</td>
<td>100m</td>
<td>50m</td>
<td>1200m</td>
<td>300m</td>
<td>400m</td>
<td>100m</td>
<td>2000m</td>
<td>YP</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local information - directions to village etc</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Cycle lockers</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Litter Bin</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Parking - how many spaces - Free? Yes free, F/N not free</td>
<td>FY 15</td>
<td>FY 6</td>
<td>None</td>
<td>FY 4</td>
<td>FY 4</td>
<td>FY 4</td>
<td>FY 10</td>
<td>FN 50</td>
<td>FY 20</td>
<td>FY 2</td>
<td>None</td>
<td>None</td>
<td>FN 60</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
of these services has been recognised by the operators who use modern quality buses, but this is let down by poor infrastructure facilities, an issue to be addressed during the Plan period. Other services are less frequent, possibly limited to a market day service only. Some communities have no public transport at all. In this context, identifying the types of service required and their capacity may suggest unconventional transport is best suited. This could include options for a taxi bus, shared car, post bus or other community centred transport. The recently established Rural Transport Partnership will be a key player in establishing these needs and how they can best be met. Very close collaboration between the County Council passenger transport staff, the National Park Authority transport staff and the Rural Transport Partnership project officer is already paying dividends by avoiding duplication, sharing tasks and sourcing external funding.

16.4.18 Recreational bus services are provided via the National Park Authority’s “Moorsbus Network”. This delivers an affordable, high quality and reliable service which meets the twin purposes of providing access to the National Park for those without a car, and encouraging modal shift by locals, day visitors and holidaymakers. The volatility of recreational passenger volume and the dispersed places of user origin mean that this type of service can never expect to be commercially viable. Rural Bus Grant money from the County Council has been used to increase the scope of Moorsbus whilst providing a number of other enhancements in the area such as improved bus services in the Esk Valley. However, the need for public transport revenue support is substantial.

16.4.19 The development of adequate public transport infrastructure is starting from a very low base. For instance, there are very few bus shelters even in market towns, and Whitby’s bus company owned bus station has been threatened with closure. The County Council is, however, in active discussions with the bus company to secure the future of the station and if this is successful there will, as a priority, be a need to carry out improvements to the layout of the site and improvements in facilities for passengers. Such facilities, along with adequate information are critical in locations which are often subject to the vagaries of the weather, and where service frequency may be very low. The aim of the Local Transport Plan is to improve and increase the level of infrastructure along key corridors. Initial attention will focus on the A170 which will also benefit from the series of measures detailed elsewhere, including travel plans, cycle infrastructure, traffic calming, to form an integrated package. Park and Ride (and Park and Rove) facilities will be developed for Whitby, Pickering and more generally for the National Park area (at Sutton Bank). These will optimise use by considering “back to back” rural recreational services with services into the town. Support and integration with Park and Ride sites being developed in other sub-areas (such as Scarborough) and in adjacent LTP areas (such as York and Redcar and Cleveland) will be pursued.

16.4.20 Public transport information - The development of an adequate information service for travel in the area is vital. Development of the public transport information initiative countywide is detailed in Chapter 6. The National Park Authority continues to support the Countrygoer website and the Whitby Travel Centre. Initial work on identifying ways of providing real time information to users on the key travel corridor, using either GPS or equivalent technology is being developed. This forms part of the overall aim of rebuilding confidence in public transport. The availability of knowledgeable staff at, for instance,
Policy Sub-Area 4 - Bus Network
information centres, libraries, car parks and other key points in the area, will continue to be developed as this is an important way of supplying information at the most appropriate time and location.

16.4.21 Rail - In addition to passenger transport services provided on the Esk Valley line and the North York Moors Railway, opportunities for freight transport by rail are being actively pursued with consultants, suppliers and potential users. This includes steel imports, timber (mainly from Newtondale), coal for the steam railway and other freight such as scrap metal. Opportunities for further rail passenger partnerships are being investigated and innovative solutions developed with the Strategic Rail Authority, Railtrack and the train operating companies on how the Esk Valley line can be made more appropriate and responsive to its communities and recreational users. Further work on signalling would improve through working between the two lines. A footbridge which offers a safe link between car parking and platforms serving the two railway lines at Grosmont is being completed.

16.4.22 Further discussion on the implications for a curve at Battersby will take place in the light of possible increases in freight and passenger services as well as the implications of a re-opened Nunthorpe to Guisborough branch (in the Redcar and Cleveland LTP area). Although mainly outside the Policy Sub-Area, the feasibility of re-opening the rail link south of Pickering will require careful consideration and could have significant positive social, economic and environmental impacts on the North York Moors Policy Sub-Area. Continuing collaboration with the North York Moors Railway (including implementation of car parking strategies and improved bus links at Pickering, Goathland and Grosmont) will achieve a better balance of the railway's dual role as tourist attraction and public transport link, as well as enhance its opportunities for freight handling.

16.4.23 Whitby - A partnership approach to traffic management in the town of Whitby has been developed, involving a wide range of organisations from local authorities, traders, public transport providers and the tourist industry. A Traffic Management Strategy for Whitby has been agreed by the “Traffic Partnerships”. An initial feasibility study into Park and Ride options by consultants has identified positive benefits for such a scheme, and it is included for implementation as part of the LTP. A Stage 1 feasibility study report has recently been completed on this project. Park and Ride will be linked to a policy for on-street parking charges and development of residents parking schemes. The current bus company owned bus station has been threatened with closure and the County Council is currently negotiating to acquire the site. Reduction of through traffic in central streets is to be considered to improve the safety of pedestrians and the environment generally. This initiative is linked with a Visitor Management Strategy being undertaken by the Whitby Tourism Renewal Partnership.

16.4.24 Parking Policy - As part of demand management, on and off-street parking within the area will be clarified. Currently there are a number of providers of off-street car parking (including private, public and voluntary bodies) which have different objectives and which do not necessarily meet overall traffic management objectives. The District Councils in the area, for instance, adopt radically different approaches to charges for private cars and for coaches. Harmonisation of such schemes will not be achieved easily, and a balance will need to be found between economic activity and the overall strategic approach which the LTP supports. Improvements to off-street parking in the area will be made where they support modal shift, for instance, as part of Park and Ride.
16.4.25 **Walking** - Pedestrian Action Plans will be developed for the following locations: Whitby, Great Ayton, Helmsley, Kirkbymoorside and Pickering. The Plans will identify key pedestrian routes in each area and prioritise improvements on these routes and other pedestrian facilities.

16.4.26 **Cycling** - Development of cycling has high priority. The aim is to encourage all forms of cycling as a means of travel for short journeys to, for instance, school or work, to gain access to public transport, and as a recreational opportunity. Infrastructure will support all these uses with routes into towns and villages being used for local non-recreational journeys, with the same routes being used in reverse by recreational cyclists gaining access to remote areas from their accommodation. The development of cycling networks will also assist tourism in more remote areas, particularly farms, where increased vehicular movements may be inappropriate, but cycling could be supported. The aim is to develop a “world class” cycling product over a ten-year period, with international links through the North Sea cycle route and the Sustrans National Cycle Network. Improvements will be made to cycle storage, which will include some bus stop locations. Experiments in other parts of the County of cycles being carried on public transport will be monitored carefully as part of strategy development. In addition to improving the existing infrastructure, new routes will be identified and existing vehicular priorities re-assessed to ensure the concept of the cycling network succeeds.

16.4.27 **Removing barriers**. A proactive approach to removing barriers will encourage more people to take advantage of the recreational opportunities of the area, regardless of their physical, social or functional circumstances. This will also benefit local communities. Greater use of the area by different groups, especially when using public transport, cycling or walking will require additional facilities, a new approach to information provision and continuing monitoring and adaptation. This will be achieved through partnership working and will aim for innovation and high quality provision.
16.5 Programme

16.5.1 The programme for 2000/01 is shown in the first column of the bid table at the end of this Chapter.

16.5.2 This Plan provides for:

- Development of a green travel corridor along the A170 and, progressively, at other key corridors
- Development of the Whitby Traffic Management Strategy
- Combined improvements to public transport infrastructure
- Provision of Park and Ride at Whitby
- Effective traffic calming and safety schemes at identified locations
- Better provision for pedestrians
- Better provision for cyclists

### TABLE - POLICY SUB AREA 4 - NORTH YORK MOORS
2001/02 TO 2005/06 BID

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transport</td>
<td>125</td>
<td>125</td>
<td>120</td>
<td>80</td>
<td>90</td>
<td>80</td>
<td>495</td>
</tr>
<tr>
<td>Park and Ride</td>
<td></td>
<td>400</td>
<td>400</td>
<td></td>
<td></td>
<td></td>
<td>800</td>
</tr>
<tr>
<td>Local Safety Schemes/Road</td>
<td></td>
<td>198*</td>
<td>125</td>
<td>240</td>
<td>235</td>
<td>200</td>
<td>150</td>
</tr>
<tr>
<td>Traffic Calming</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safety/Traffic Calming</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Management</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrian Facilities</td>
<td>23</td>
<td>30</td>
<td>30</td>
<td>30</td>
<td>30</td>
<td>30</td>
<td>150</td>
</tr>
<tr>
<td>and Walking</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cycling</td>
<td>30</td>
<td>70</td>
<td>70</td>
<td>50</td>
<td>50</td>
<td>225</td>
<td>465</td>
</tr>
<tr>
<td>TOTAL</td>
<td>376</td>
<td>470</td>
<td>970</td>
<td>1,100</td>
<td>670</td>
<td>755</td>
<td>3,965</td>
</tr>
</tbody>
</table>

* Includes Traffic Management
17.1 Description of the Area

17.1.1 The unique landscape beauty of the Yorkshire Dales is reflected in the area’s status as one of Britain’s eleven National Parks and in the classification of Nidderdale as an Area of Outstanding Natural Beauty (AONB). Over eight million visitors are attracted to the area each year. Over 90% of these visitors travel by private car. During the summer months over 60% of the traffic on local roads is visitor related. This results in high levels of conflict between users of country roads which were not built or designed for large volumes of traffic.

17.1.2 At the edge of the Dales is a series of towns. Many of these are on the national rail and trunk road network and provide locations for transport interchanges and service and employment centres. The larger settlements and market towns such as Pateley Bridge, Grassington and Hawes act as local service centres and transport nodes.

17.1.3 The resident population of the Policy Sub-Area (32,500) is small and widely dispersed. The main economy is still heavily reliant on agriculture which is suffering considerable pressure with lower market returns for agricultural products. As a result many Dales farmers are finding it increasingly difficult to maintain viable farming business and are turning to other farming enterprises in order to boost their income. Tourism is now second only to agriculture as a major source of income and employment. The areas other main sources of employment are in construction and mineral extraction, both of which generate significant heavy vehicle movements.

17.1.4 Many residents travel to workplaces in adjacent towns such as Skipton, Settle, Kendal, Ingleton, Harrogate and Richmond. A significant number commute further afield to the major urban areas of York, Leeds and Bradford. Some make use of the rail services on the Settle-Carlisle, Airedale and Wharfedale Lines. Many essential services needed by local communities, such as hospitals, shopping centres, further education centres, leisure facilities, are situated within the nearby conurbations.

17.2 Problems and Opportunities

17.2.1 The special qualities of the Yorkshire Dales and Nidderdale arise as much from their rich cultural history as their natural features. The attractiveness of the landscape inevitably generates transport problems. The rapid growth in car ownership and use over the last three decades, and subsequent improvement of the national motorway and trunk road network, has enabled people who are attracted by this special landscape to reach the area in comparatively shorter journey times.

17.2.2 Already in some “honey pot” locations, traffic forms long queues on peak days and pressure for parking is resulting in considerable unregulated on street and verge parking. This causes obstructions particularly for agricultural traffic and makes efficient public transport operation difficult. In villages street parking is often monopolised by walkers who leave their vehicles parked up all day outside shops and homes. Where vehicles are left in isolated rural locations they risk being broken into or stolen.

17.2.3 In addition to the high levels of recreational traffic, local traffic is also significant. Among the 20,000 or so people living within the National Park, car ownership and car usage are higher than the national average. Around 80% of households have a car. Many have two or more cars. This reflects the relatively long distances local people have to travel to reach many
essential services, including shops, schools and hospitals, and the absence of suitable public transport services.

17.2.4 High car ownership levels in a community conceal two problems. Firstly, there are the relatively severe problems of those who do not have access to their own transport in communities where car travel is the norm and bus travel is restricted. Secondly, there are the particular problems of those on low incomes who are forced to keep at least one (and perhaps two) cars on the road because the level of public transport is such that they have no choice if they wish to continue to reside in the area.

17.2.5 Lorries servicing the quarries in the Dales generate some of the most intrusive and environmentally damaging traffic. There is scope in a number of locations to increase the amount of quarry products moved by rail by reinstating quarry sidings or short sections of line. However, with the increased pressure of freight movements on the wider road network it is essential to minimise the effects on the natural and built environment.

17.2.6 Public transport provision in the Dales has remained relatively stable over the past five years. However, the overall level of service is barely capable of meeting the basic needs of residents and does not readily present an attractive alternative to the private car for visitors.

17.2.7 The allocation of Rural Bus Grant monies has helped to provide more services for some parts of the Dales, particularly services to enable residents to access employment, services and education facilities in neighbouring towns and cities. This is reflected in the County Council’s spending priorities for RBG. The County Council has also recognised the significance of the importance of visitor traffic and has allocated money to the Dales area specifically to address this.

17.2.8 The Settle-Carlisle railway has, since its reprieve in 1989, been developed as a major leisure and tourist route through the north of England. Key stations at Hellifield, Settle, Horton in Ribblesdale, Ribblehead, Dent and Garsdale serve the Yorkshire Dales National Park on a daily basis, with a weekday frequency which is approximately two hourly.

17.2.9 A well supported service also operates on Summer Sundays only, from Blackpool, Preston and Blackburn (with connections from Manchester) using the Ribble Valley Line along the otherwise freight only section between Clitheroe and Hellifield. Other lines which serve the area include the Leeds-Lancaster line which has strategically positioned stations close to the Park boundary at Gargrave, Hellifield, Long Preston, Giggleswick and Clapham. The Wharfedale Line with its terminus at Ilkley and linked by buses to Grassington and Wharfedale provides access to and from the inter-city rail network at Leeds.

17.2.10 Elsewhere in the Dales public transport services are more limited, either forming part of socially necessary school services (and for this reason often do not run at peak times for visitors when schools are closed), or operate only on certain days of the week (in the northern Dales) to provide shopping and market day trips. Post bus services have also been established, but these services are infrequent. Saturday services are very limited and their introduction requires careful thought and planning. The recently established Craven Rural Transport and Hambleton/Richmondshire Rural Transport Partnerships have produced Action Plans to develop community transport services in the more remote parts of this area.

17.2.11 The fact that a large number of day visitors live in the nearby conurbations also presents an opportunity to attract additional passengers to both bus and rail services. The opportunity
is therefore being taken to develop a core network of bus services catering for both the needs of these visitors and local people. The introduction of improved public transport in many areas within the Dales will complement the Access to Open Countryside legislation.

17.2.12 The road network of the Dales has evolved over thousands of years creating one of the qualities that makes the area so special. It is therefore vital that road maintenance and road improvements are carefully designed to safeguard the rural character of the highway network. The same principles will be applied when tackling the many small safety schemes required in the Dales such as village traffic calming, pedestrian priority measures, and speed reduction in villages.

17.2.13 In many Dales towns and villages, speed is a major problem, especially in "honey pot" areas and shopping areas. These areas will be subject to traffic calming measures. In Hardraw, an innovative speed reduction scheme has already been developed where local drivers sign a commitment not to speed through the community which is backed up by statutory speed controls. Innovative approaches such as this to speed management will be taken wherever appropriate.

17.2.14 Speed is also a problem between communities where stock often graze on unfenced roads and where it will be necessary to adopt innovative measures to decrease speed, possibly through advisory limits and zoned speed limits, which have been used successfully in the Dartmoor National Park. During the last few years there has been an increasing problem created by motor cyclists riding at excessive speeds. The County Council is working closely with the police on this and is targeting this group of road users through the Bikesafe 2000 initiative.

17.2.15 In the small market towns and villages, vehicles, pedestrians, horse riders and cyclists often mix on the road giving rise to considerable potential for conflict. Due to the popularity of walking and cycling throughout the Dales, there is potential for conflict between pedestrians and road traffic especially in the most popular recreation destinations such as Wharfedale, the Three Peaks area and Wensleydale. However, there is considerable scope to develop a network of routes for non-motorised road users away from busy traffic areas for use by cyclists, horse riders and walkers utilising as appropriate the quiet road network, bridleways, footpaths, permissive paths and new routes. In some instances improvements to surfaces and signing and to reduce barriers may be required in order to make routes useable by a cross section of non motorised users appropriate to their designation.

17.3 Local Objectives

17.3.1 All the County objectives in Chapter 1 apply in this Policy Sub-Area. However in an area which comprises a National Park and an AONB the following objectives will receive highest priority:-

- To minimise the adverse impact of traffic on the environment.
- To limit traffic growth by minimising the need to travel and developing alternative non-car modes.
- To provide a quality public transport system for as many residents as possible which recognises the importance and impact of tourism on the County.
- To promote social equality by providing genuine choice of travel mode which meet the travel needs of the socially and physically disadvantaged.

17.3.2 This means:

- Addressing social inclusion by providing an integrated public transport network which gives local residents access to education and employment opportunities available in the larger settlements and which enables easy

17.3.3 Local Objectives

17.3.4 All the County Objectives in Chapter 1 apply in this Policy Sub-Area. However in an area which comprises a National Park and an AONB the following objectives will receive highest priority:-

- To minimise the adverse impact of traffic on the environment.
- To limit traffic growth by minimising the need to travel and developing alternative non-car modes.
- To provide a quality public transport system for as many residents as possible which recognises the importance and impact of tourism on the County.
- To promote social equality by providing genuine choice of travel mode which meet the travel needs of the socially and physically disadvantaged.
and affordable access to the area for visitors who do not have the use of a private car for leisure purposes.

- Reducing the environmental impact of traffic by providing alternative modes of transport to the private car and by managing the supply and pricing of parking provision.

- Encouraging maximum use of rail for the transportation of quarry and forestry products.

- Ensuring that road maintenance and safety schemes are constructed to the highest environmental standards appropriate to a National Park or Area of Outstanding Natural Beauty.

- Promoting the local economy and the development of sustainable tourism by providing the best possible public transport service integrated with a network of safe routes for non-motorised road users.

17.4 Local Strategy

17.4.1 The strategy continues to build on the measures introduced in the successful Dales Package Bid contained in the 1999-2000 TPP Submission and the Provisional Local Transport Plan (2000-2005) and is based on the following components:

- A Corridor-Based approach

- Public transport infrastructure improvements

- Integrated town and village improvements

- Management of route networks

- Parking management

Corridor Approach

17.4.2 The topography of the Yorkshire Dales means that settlements are situated on largely linear routes along the valleys. This enables transport infrastructure and service provision to be focused along distinct corridors and be equally available for local needs and for visitors.

17.4.3 The value of the corridor approach to planning is that it offers the opportunity for a more customer-focused solution to the transport problems of the Dales. It looks at existing and potential markets for traffic management schemes and identifies the related alternative public transport network improvements which need to be put in place to enable modal shift to take place.

17.4.4 Although the overall strategy and policies identified clearly need to be applied area wide, a specific set of measures is to be developed for each corridor. This will maximise opportunities to achieve measurable progress in satisfying objectives, including progress in achieving modal shift by encouraging a significant proportion of both local people and visitors who would otherwise use their car for personal transport to use local buses and trains for at least part of their travel needs.

Six Corridors have been identified:

17.4.5 Wharfedale and Airedale

This includes the routes through Ilkley, Skipton and Bolton on Abbey, on the fringe of West Yorkshire including the A65/B6160, A629 from Leeds and Bradford, the A59 from Harrogate and York, and the B6165 from Harrogate/Ripon via Greenhow/Pateley Bridge. High quality public transport (electrified rail and bus) operates to and from Skipton and Ilkley, both close to the National Park boundary. With onward local bus services to Grassington and Upper Wharfedale, prime visitor destinations within the corridor include Bolton on Abbey, Grassington, Kettlewell, Buckden and Malham.

17.4.6 Ribblesdale

This is not as busy as Wharfedale/Airedale, but divides points of origin roughly equally between West Yorkshire (via A65; and the Settle-Carlisle and Leeds-Morecambe railway lines) and Lancashire (A682 from Blackburn/Preston). The key gateway is Settle with the majority of visitors...
coming from the North West. Destinations include Horton, Ribblehead, the Three Peaks area, Clapham and Hawes. Rail dominates in terms of public transport, due to the presence of the Settle-Carlisle and Lancaster-Morecambe lines with potential for the development of feeder services.

### 17.4.7 Lunedale

The main gateway along the Lune Valley is Lancaster/Ingleton and main destinations include Ingleton itself, Clapham, the Three Peaks and Ribblehead. The catchment area is mainly central Lancashire, via the M6/A65 and Lancaster-Ingleton bus service (weekdays only).

### 17.4.8 Cumbria

The main gateway is M6/Kendal/Oxenholme then via the A684 to Sedbergh for Dent and Garsdale. There is a bus service from Sedbergh to Kendal. Some other services have improved in recent years. For visitors, the Settle-Carlisle railway line has a significant role to and from West Yorkshire via Dent and Garsdale stations.

### 17.4.9 Other possible gateways are along the Eden Valley, taking the B6259 from Kirkby Stephen to Garsdale; the B6670 from Nateby to Keld, and from Teesdale via Staing and Tan Hill into Arkengarthdale or Upper Swaledale. Visitor/commuter traffic flows are, however, low along these corridors, making them relatively insignificant in terms of traffic and visitor management issues.

### 17.4.10 Wensleydale and Swaledale

This is an important corridor, currently served by public transport with links to Bedale and Northallerton. Main gateways are Richmond and Leyburn along the A680 from Darlington/Teesside and A684 from Bedale and Northallerton, plus A6108 from Ripon/Harrogate. Key destinations include Aysgarth Falls (single most visited site in the Yorkshire Dales), Bainbridge, Semerwater, Hawes, Reeth and Upper Swaledale.

### 17.4.11 Nidderdale and adjacent Parishes

The Nidderdale AONB stretches from the boundary with West Yorkshire to the North of Otley and Ilkley northwards to Middleham and from the Dales National Park boundary in the West to Grewelthorpe and Kirkby Malzeard in the East. Main gateways are Otley on the B6451, Harrogate on the A59, Ripon on the B6265 and Masham. Patley Bridge is the main focus of visitor activity. Other key destinations include Fountains Abbey and Studley Royal.

### 17.4.12 As part of the Kendal and District Transport Programme Area the Sedbergh Dent and Garsdale Dales (Cumbria Dales) are being considered as a separate transport corridor in the Cumbria LTP with measures complementing the approach being taken in the Dales Policy Sub-Area of the North Yorkshire LTP

### 17.5 Public Transport Infrastructure Improvements

### 17.5.1 The County Council has carried out an audit of facilities and identified where improvements are needed.

#### Information at Bus Stops

The key to raising awareness about services amongst both local people and visitors, and car drivers and non-car drivers is the provision of high-quality bus stop poles, flags and timetable cases. Work in the Lake District indicates this can double awareness among both drivers and car and bus passengers. Work has already started, as part of the Dales package bid, to provide these facilities at stops in Wharfedale and during the life of the Plan the same level of coverage will be extended to all bus routes in the Dales.

#### Main Interchanges

Having to make connections between services is one of the main reasons people are put off using rural services,
Diagrammatic Map of Major Traffic Flows Into the Dales

The material contained in this map is based upon an Ordnance Survey map with permission of the Controller of HMSO, Crown Copyright. Unauthorized reproduction infringes Crown Copyright and may lead to prosecution. NYCC Licence: LA076783
### MARKET TOWN FACILITIES AUDIT - POLICY SUB AREA 5

<table>
<thead>
<tr>
<th>Town</th>
<th>Location</th>
<th>Road markings</th>
<th>Lay-by</th>
<th>Bus Stop/Place Location (platform/pole/DP)</th>
<th>Randtime (on company)</th>
<th>Plate (required: yes, no)</th>
<th>TT Code/Information (N no case; C yes and current info; O yes but out of date)</th>
<th>Shelter (N no, L yes with lighting; LN yes without lighting)</th>
<th>Seating</th>
<th>Litter Bin</th>
</tr>
</thead>
<tbody>
<tr>
<td>LEYBURN</td>
<td>Market Place</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>C</td>
<td>LN</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Woodside</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Woodside</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>HAWES</td>
<td>Gayle</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>LN</td>
<td>Y</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Market Place towards Gayle</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Market Place towards Leyburn</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Dales Countryside Museum</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>CC</td>
<td>OD</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
</tbody>
</table>

### RAILWAY STATION FACILITIES AUDIT - POLICY SUB AREA 5

<table>
<thead>
<tr>
<th></th>
<th>Garsdale</th>
<th>Horton in Ribblesdale</th>
<th>Ribblehead</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff - Platform YP; Booking YB; Signal YS; No N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Booking office - Y = 7 days pw, 7-6pm</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Public phone</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Taxi rank</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Toilet (N no; Y yes; YA yes and disabled access)</td>
<td>Y</td>
<td>N</td>
<td>?</td>
</tr>
<tr>
<td>Buffet/Café/shop</td>
<td>N</td>
<td>N</td>
<td>?</td>
</tr>
<tr>
<td>Access for disabled</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Shelters (N no; O open canopy style; SO semi open, WR waiting room)</td>
<td>SO</td>
<td>WR</td>
<td>WR</td>
</tr>
<tr>
<td>Seats (N no; I yes inside; O yes outside; I&amp;O yes inside &amp; outside)</td>
<td>I&amp;O</td>
<td>I&amp;O</td>
<td>I&amp;O</td>
</tr>
<tr>
<td>Platform Lighting</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Shelter Lighting</td>
<td>Y</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td>CCTV</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Train information (Y yes; Y* yes + real time info)</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Bus information (on station land)</td>
<td>Y</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Bus Stop at station (N no(distance);YP yes pole, YS yes shelter)</td>
<td>YP</td>
<td>200m</td>
<td>None</td>
</tr>
<tr>
<td>TT Information (N no case; C yes and current; O yes but out of date</td>
<td>OD</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Local information - directions to village etc</td>
<td>Y</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Local information - directions to bus stop</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Cycle lockers (Y secure lockers; R cycle rack)</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Luggage Trolleys Available</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Litter Bins</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Parking - how many spaces</td>
<td>Free? FY yes free; FN not free</td>
<td>FY20</td>
<td>FY15</td>
</tr>
</tbody>
</table>
particularly if they are unfamiliar with the area. It is, therefore, vital that high quality facilities are provided at main interchanges. The National Park Authority is already developing several of its car parks containing information centres and toilets into multiple purpose transport interchanges and integrating them with footpath and cycle routes. Providing bus interchange facilities in car parks has the added advantage that visitors who have driven to the Dales can be encouraged to try a bus as part of their day out. The first integrated interchange at Grassington is due to be completed during 2000. Improved bus facilities are also being progressed at Patley Bridge during 2000/01.

Green Point Interchanges

17.5.4 Other interchange points or main bus stops are being developed as Green Point Interchanges. These have many of the same features as the main interchanges, but on a smaller scale. The first is being developed at Kettlewell where provision of a new toilet block is being combined with provision of a new bus shelter and information point.

Community Bus Shelters

17.5.5 There are many smaller communities where there is a need to provide a passenger shelter. However, in areas of protected landscape it is not always appropriate to use off the peg designs. Working with community art groups, the National Park Authority is developing a “how to” manual as a means of involving local communities in the design, construction and maintenance of bus shelters.

Utilisation of Freight Only Lines to Provide Passengers Services

17.5.6 There is potential for the two freight-only lines serving the Dales to be used for passenger traffic. The two lines are currently the former Wensleydale line and the Rylston line in Wharfedale. Studies into the feasibility of such an approach will be undertaken in the early years of the plan. The Wensleydale line is addressed in the Central Policy Sub Area chapter. As part of the previously approved Dales package bid a temporary platform to take excursion trains has already been built at Swanland Quarry, at the end of the Rylston line, and excursions trains are already using this to bring passengers to the Grassington Dickens festival. The next stage will be to replace the temporary platform with a permanent platform, reconditioning the bay platforms at Skipton Station and replacing the junction at Embsay to allow through running on the Embsay line. An initial assessment of costs indicates that these could be between £0.5m and £1m. A feasibility study will be carried out in 2000/01.

Integrated Town and Village Improvements

17.5.7 In the towns and villages and at locations which attract a large number of visitors an integrated approach is being taken to improving pedestrian safety, improving public transport infrastructure, and enhancing the environment. This includes pedestrian priority measures, footway improvements, speed reduction and control (with 20 mph zones where appropriate), passenger waiting shelters and interchange facilities, cycle routes and secure cycle parking. Where communities have a local school a safe route to school is being developed. The provision of a high quality pedestrian environment has the added benefit of making areas attractive for visitors to spend time visiting local shops, cafes and restaurants etc. The first key section of footway has been constructed in Bolton Abbey and a crossing is planned as part of the Grassington Interchange project to be completed during 2000.

Management of Route Networks

17.5.8 Measures are being introduced to manage traffic in each corridor to improve safety, in particular for non
motorised road users, and encourage a shift to a more sustainable means of travel for local people, visitors and freight.

**Corridor Gateways**

17.5.9 In order to increase awareness of the special qualities of the National Park and the Area of Outstanding Natural Beauty and the need to drive more carefully in the area, special Dales gateways will be erected on the main entrance roads to the area. The first is currently under construction in Wharfedale. The gateways combine rural traffic calming features with a message about driving carefully in the area and are designed to be in keeping with the local vernacular.

**Advisory Road Hierarchy**

17.5.10 The Yorkshire Dales was one of the first UK National Parks to adopt an Advisory Road Hierarchy as a basis for management of the roads in the area. A similar hierarchy of routes is being developed for the Nidderdale AONB. When carrying out maintenance work or safety schemes, advice from the Countryside Traffic Measures Group will be taken account of and works carried out to a standard appropriate to a National Park or Area of Outstanding Natural Beauty.

17.5.11 The Advisory Road Hierarchy is also used as a tool to direct traffic onto appropriate routes using road signs and route guides. For example the Coach Drivers Guide to the Dales uses the Road Hierarchy to direct coaches on to appropriate routes.

**Routes For Non-Motorised Road Users**

17.5.12 Some roads will be managed as quiet roads in line with the Countryside Agency’s criteria for such roads. The network of quiet roads will be integrated with off road paths and other public routes to provide a sustainable network of routes for non motorised road users including cyclists, walkers and horse riders. The network will be planned in such a way as to integrate with work on public transport and interchange facilities and work carried out in towns and villages. In order to secure an integrated network and to encourage walkers and cyclists to use footpaths and bridleways it may, on occasions, be necessary to improve routes, remove barriers and create new links. The provision of non motorised networks will be promoted as an alternative to car use in the Dales, building on the work carried out by the Yorkshire Dales Tourism Partnership in the Dales Holiday Guide.

**Parking Management**

17.5.13 Parking is one of the main areas of conflict between visitors and local people. Inappropriately parked vehicles often cause obstruction for agricultural and public service vehicles and are a source of annoyance for local people and shop keepers. In many rural locations parked cars are a focus for car crime and over a period of time cause significant erosion and damage to trees, roadside vegetation, and the landscape of the National Park. The need to manage rural parking will accelerate following the introduction of the Access to Open Countryside legislation.

17.5.14 A variety of measures will be implemented in partnership with the local community. These will include traffic regulation orders, residents parking zones, restricted parking zones, and verge reinstatements and protection. Where appropriate, roadside pay and display parking will be considered with the revenue hypothecated for pedestrians, traffic management and public transport projects. Residents parking zones have already been introduced by Cumbria County Council in Dent village in the Northern Dales.
17.6 **Programme**

17.6.1 The programme for 2000/01 is shown in the first column of the bid table at the end of this Chapter.

17.6.2 This Plan provides for:-

- Effective traffic calming and safety schemes at identified locations
- Continued improvements to public transport infrastructure
- Public transport/community transport improvements to serve rural areas
- Completion of feasibility studies into passenger use of freight-only railway lines
- Better provision for pedestrians
- Better provision for cyclists
- Effective traffic management using corridor approach
- Effective parking management

### TABLE - POLICY SUB AREA 5 - YORKSHIRE DALES AND THE NIDDERDALE AONB 2001/02 TO 2005/06

<table>
<thead>
<tr>
<th>SCHEME</th>
<th>PROGRAMME FOR 2000/01</th>
<th>2001/02</th>
<th>2002/03</th>
<th>2003/04</th>
<th>2004/05</th>
<th>2005/06</th>
<th>TOTAL BID</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transport</td>
<td>103</td>
<td>150</td>
<td>250</td>
<td>250</td>
<td>250</td>
<td>250</td>
<td>1,150</td>
</tr>
<tr>
<td>Local Safety Schemes/Road Safety/Traffic Calming</td>
<td>75*</td>
<td>30</td>
<td>170</td>
<td>180</td>
<td>120</td>
<td>120</td>
<td>620</td>
</tr>
<tr>
<td>Traffic Management</td>
<td></td>
<td>130</td>
<td>140</td>
<td>170</td>
<td>330</td>
<td>270</td>
<td>1,040</td>
</tr>
<tr>
<td>Pedestrian Facilities and Walking</td>
<td>15</td>
<td>50</td>
<td>80</td>
<td>80</td>
<td>80</td>
<td>80</td>
<td>370</td>
</tr>
<tr>
<td>Cycling</td>
<td></td>
<td>-</td>
<td>50</td>
<td>50</td>
<td>30</td>
<td>50</td>
<td>135</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>193</td>
<td>410</td>
<td>690</td>
<td>710</td>
<td>830</td>
<td>855</td>
<td>3,495</td>
</tr>
</tbody>
</table>

* Includes Traffic Management
18.0 POLICY SUB-AREA 6: CENTRAL

18.1 Description of the Area

18.1.1 This area consists of parts of Hambleton, Harrogate and Richmondshire Districts. It is bounded to the east by the North York Moors National Park, to the west by the Yorkshire Dales National Park to the north by the major urban areas of Teeside and to the south by the City of York. The area is characterised by a number of market towns providing services to their surrounding villages and rural catchment areas.

18.1.2 It includes Catterick Garrison which is the largest army base in Britain, and Northallerton, the County town and administrative centre of North Yorkshire which houses the Headquaters of the County Council, Hambleton on District Council and the sub-regional offices of the Ministry of Agriculture Fisheries and Food.

18.1.3 The main sources of employment in the area are farming, tourism, manufacturing and services. Much of the manufacturing base in the area is located on local industrial estates in the main market towns and at a few out of town sites such as Dalt on Airfield and Allerton Park. Major tourist attractions include the town of Richmond, the Herriott centre at Thirsk and the breweries at Masham. There is a significant amount of commuting from the area to Teesside, Darlington and York.

18.1.4 A number of key transport routes of national, regional and local importance run through the area. There are three “core” trunk roads; the A1 running north to south through the area, the A19/A66 between Teesside and the A1 at Dishforth and part of the A66/A66(M) trans-pennine route between Teesside and Cumbria. The main routes of regional importance are the “non-core” section of the A19 trunk road between Thirsk and York and the A59 county road between York, Harrogate, Skipton and Lancashire. There are also a number of other A and B class roads of local importance.

18.1.5 The East Coast Mainline railway runs through the area between Darlington and York with stations at Northallerton and Thirsk. Additionally, there are regional routes between Northallerton and Teesside and York and Harrogate and the Northallerton to Redmire freight line.

18.2 Problems and Opportunities

18.2.1 The Government has recognised the need in the Transport White Paper to carry out safety studies on the A1 and A66 trunk roads. These are currently being undertaken by consultants on behalf of the Highways Agency and are due to report in the Autumn of 2000.

18.2.2 Part of the brief for the A1 study is to compare any safety improvement measures with the previous proposals to upgrade this section of A1 to Motorway standard. The County Council has in the past favoured the option of upgrading the whole of the A1 route through the County to Motorway standard based on safety and economic considerations.

18.2.3 In considering the options for the A66, due account should be taken of its importance as a trans-pennine freight route and the County Council believes that the economic arguments for upgrading to dual carriageway should be assessed as well as the safety considerations. The County Council is represented on the Steering Group for both the A1 and A66 Safety Studies. Any schemes resulting from these Studies will be reflected in future reviews of the Local Transport Plan.

18.2.4 The A19/A168 route is maintained and operated by the “Autolink” consortium of companies on behalf of the Highways Agency. This is a high standard all-purpose dual carriageway road, although there are still a number of at grade crossing by minor roads, one of
which appears on the County's list of accident problem sites.

18.2.5 The A19 between Thirsk and York is currently a trunk road but is not considered to be part of the core strategic highway network. The Government intends to de-trunk this section of road and hand responsibility for it over to the County Council as Highway Authority. The County Council, in principle, supports this proposal. There is, however, concern about potential future funding for measures to deal with the problems of heavy traffic passing through the villages of Thormanby and Shipton by Beningbrough. Although traffic calming measures have been introduced, the potential for providing Bypasses will need to be assessed for the longer term.

18.2.6 A major issue on the principal road network in this Policy Sub-Area is the volume of traffic passing through the market towns and villages. The County Council is currently carrying out a review of its reserve list of major schemes. In the short term measures will concentrate on minimising the impact of through traffic on these towns and villages. In the longer term the most appropriate method of relieving communities of heavy through traffic is considered to be the provision of a Bypass. The County Council considers it will eventually be necessary in particular to bypass the communities of Leeming Bar, Aiskew, Bedale and Northallerton, along the A684.

18.2.7 Integrated transport strategies are being developed initially for a number of towns outside this Policy Sub-Area. This process will however be extended to include towns and their surrounding catchments in the Central Policy Sub-Area. Amongst other matters these will consider the problems and opportunities associated with parking, with access to industrial estates, with promoting cycling and walking and with school travel.

18.2.8 Opportunities for cycling and walking as an alternative to private car transport in the market towns are enhanced by the relatively compact nature of the towns and the generally flat terrain. The North Yorkshire Cycling Strategy commits the County Council to developing a Local Cycling Plan for each market town. A Northallerton Cycling Plan is already at an advanced stage of development and a dedicated off-road cycle route between Northallerton and Brompton is due for completion in Summer 2000. For other towns in the area, plans will either be incorporated into an integrated transport strategy for the market town or stand-alone Local Cycling Plans.

18.2.9 The predominantly rural nature of the Sub-Area means that a high proportion of pupils travel by school bus. The problems associated with the "school run" are therefore less pronounced than in some other areas of North Yorkshire and indeed the rest of the country. Nevertheless issues of school travel are still important and pilot projects to address these are being carried out at Thirsk and Catterick Garrison.

18.2.10 Local concerns about through traffic in villages are often focused on the volume of heavy commercial vehicles and the speed of traffic. The County Council has adopted a freight strategy, which includes measures to minimise problems caused by heavy goods traffic. Village traffic calming schemes, including reviews of speed limits in villages, continue to be implemented.

18.2.11 Local bus services comprise a mix of commercial and contract services. Services are provided between the main market towns on weekdays and Saturdays but there are few evening or Sunday services at present. The frequency of services away from the main corridors tends to be more basic. In many cases a market day only service is available. The County Council, in partnership with other agencies, has
successfully bid for Government Rural Transport Partnership funding in this area. The RTP has produced an Action Plan covering Richmondshire and Hambleton Districts and is submitting funding bids for specific projects. During the first year, priorities for the partnership include:

- Advanced voluntary driver training
- Improved electronic community bus booking system
- Development of a community vehicle brokerage scheme

18.2.12 There are two main operators (Arriva and “Dales and District”) providing commercial journeys around Stokesley and on the two key corridors of Darlington-Richmond-Catterick Garrison and Northallerton on Bedale. Other important links exist between Northallerton and Stokesley, where recent Rural Bus Grant expenditure has doubled the frequency of services and introduced a regular service from Hutton Rudby to Northallerton on and in the southern part of the area between Easingwold-York where recently withdrawn commercial journeys have been replaced with a subsidised service.

18.2.13 Public transport infrastructure in the area is generally inadequate. None of the main market towns has a bus station or proper waiting areas. The County Council has carried out an audit of facilities and identified where improvements are needed. Attention will focus initially on the central stopping sites in the market towns and will aim to provide a covered waiting area with seating. The County Council is also improving facilities and access to the main village bus stops on the key public transport corridors.

18.2.14 An audit of facilities at rail stations has also been undertaken. Significant problems with facilities for disabled passengers have been identified at Thirsk Station and the County Council is working with Railtrack and the train operating companies to improve facilities to and access to Thirsk Station which is located a considerable distance from the town and main residential areas. The County Council subsidises a local bus service to operate as a rail feeder. It is anticipated that, in future provision of such a service can be an integral requirement of the franchise stopping at this station.

18.2.15 Bids for the franchise to run rail services on the East Coast Main Line are currently being sought by the Strategic Rail Authority. The County Council will seek to ensure that the minimum service levels included in the new franchise maintain suitable stops at Northallerton station. Similarly, the County Council will seek to ensure an appropriate service is maintained when the bids for the trans-pennine services franchise are sought in 2001.

18.2.16 The three level crossings in Northallerton on busy main roads into and out of the town are a particular problem. When the crossing gates are lowered, traffic on these roads builds up quickly and congestion is caused, particularly at peak times. Delays to emergency vehicles are also a cause of major concern. There are proposals to make more use of the line through the town for freight movements as a means of increasing passenger capacity on the mainline. This will result, in a possible doubling in the number of crossing closures. Whilst the increased rail use is welcomed in principle, the use of the level crossings needs to be managed carefully to avoid additional congestion, delays to emergency services and impact on the economy of Northallerton. Discussions with Railtrack are ongoing, in the meantime with the aim of identifying both short and long-term options for reducing delays at the crossings. The County Council has carried out queue length and closure surveys at each crossing to determine the base line position against which any changes can be assessed.
18.3 Local Objectives

18.3.1 All the County Council objectives set out in Chapter 1 apply in the Central Policy Sub-Area but recognising the particular needs of this Policy Sub-Area, greater emphasis is placed on some objectives than others.

18.3.2 A high priority for this Policy Sub-Area is to reduce the number and severity of road accident casualties. Improving road safety both in the market towns and villages and on the inter urban road network is a paramount requirement.

18.3.3 Reducing social exclusion by providing access to a high quality transport system for those people without access to a private car is a similarly high priority as is the closely related objective of providing alternative ives to the private car for all transport users. This is particularly important in an area characterised by a large number of widely dispersed small settlements and where local services are generally located in the market towns. These objectives are being addressed by building on the commercial bus service network with subsidised additional scheduled services, providing community transport, supporting rail services through the franchise system and promoting greater use of public transport by providing improved information and waiting facilities.

18.3.4 A particular problem is the volume and speed of traffic passing through the towns and villages. This is being addressed through the introduction of appropriate traffic calming measures.

18.4 Local Strategy

18.4.1 The above objectives will be achieved by the application of a number of county-wide strategies on a local basis. The main themes are detailed below.

18.4.2 Safety and Environmental Improvement. The County Council maintains a database of High Risk Accident Locations, 82 of these locations are within this Policy Sub-Area. The five sites with the greatest number of accidents are listed below. Many of these will be, or involve, traffic calming schemes. Some will include pedestrianisation, eg Finkle Street in Richmond or traffic management measures to control parking and reduce congestion, eg around Easingwold market place.

<table>
<thead>
<tr>
<th>SITE</th>
<th>NO OF ACCIDENTS</th>
<th>SEVERITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>A6078 Sheffield Bridge</td>
<td>10</td>
<td>16</td>
</tr>
<tr>
<td>A5576 Ring Road/Thorne Road - White Shops</td>
<td>13</td>
<td>14</td>
</tr>
<tr>
<td>A5057/6023 Blackfriars Corner</td>
<td>6</td>
<td>12</td>
</tr>
<tr>
<td>A554 Quaker Lane/Brompton Road - Northallerton</td>
<td>10</td>
<td>11</td>
</tr>
<tr>
<td>A605 Finkle Street/Market Place/Wig %-</td>
<td>10</td>
<td>11</td>
</tr>
</tbody>
</table>

Safety improvements have recently been introduced at the White Shops location and schemes will be introduced at three of the remaining sites in 2000/01. A scheme for the Thirsk market place location will be implemented in year 1 of the Plan and safety and environmental improvements will also be introduced in market towns and where the incidence of accidents is highest.

18.4.3 Improved Public Transport Facilities. An audit of public transport facilities has been carried out by the County Council which identified where improvements are needed. Minimum facilities comprising a covered waiting area with seating at the main bus stops in each town and improved access to properly marked boarding points at a height which allows easy access to buses are being progressively introduced. In the first two years of the Plan the County Council will improve waiting facilities at Bedale, Northallerton and Richmond. Improvements at Stokesley, Thirsk, Easingwold and Boroughbridge will be undertaken in subsequent years. In partnership with Railtrack and Northern Spirit facilities at Northallerton and Thirsk railway stations will be improved. As mentioned in paragraph 18.2.14 there are significant problems with access for people with disabilities at Thirsk station and the County Council is discussing improvements with the Station operator. The railway line between Northallerton and Redmire...
## Market Town Facilities Audit - Policy Sub Area 6

<table>
<thead>
<tr>
<th>Town</th>
<th>Location</th>
<th>Road marker?</th>
<th>App?</th>
<th>Y</th>
<th>O</th>
<th>X</th>
<th>C</th>
<th>LN</th>
<th>Y</th>
<th>Y</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yarm</td>
<td>Market Place</td>
<td>N</td>
<td>Y</td>
<td>P</td>
<td>O</td>
<td>X</td>
<td>C</td>
<td>LN</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Bedale</td>
<td>Market Place</td>
<td>Y</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>C</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>Fitzton Road</td>
<td>N</td>
<td>N</td>
<td>TP</td>
<td>CC</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Boroughbridge</td>
<td>High Street/St James' Sq</td>
<td>Y</td>
<td>Y</td>
<td>P</td>
<td>O</td>
<td>C</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>St James' Sq</td>
<td>Y</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>C</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fishergate</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Easingwold</td>
<td>Market Place - Centre</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td>Market PI - opp Green</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td>Long St - N75 bound</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Long St</td>
<td>Y</td>
<td>N</td>
<td>LP</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Roskeff Rd</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Northallerton</td>
<td>Post Office</td>
<td>Y</td>
<td>Y</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>High Street</td>
<td>Y</td>
<td>Y</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Station 01</td>
<td>Y</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>C</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town Hall</td>
<td>N</td>
<td>N</td>
<td>LP</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Inn</td>
<td>Y</td>
<td>Y</td>
<td>P</td>
<td>CC</td>
<td>C</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stokesley</td>
<td>West Green</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>West Green</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Street</td>
<td>N</td>
<td>Y</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Station</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>C</td>
<td>N</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allen Grove, Westlands</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Richmond</td>
<td>Market Place</td>
<td>Y *</td>
<td>3</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>OD</td>
<td>No</td>
<td>Y</td>
<td>Y</td>
</tr>
</tbody>
</table>

## Railway Station Facilities Audit - Policy Sub Area 6

<table>
<thead>
<tr>
<th>Facility</th>
<th>Cattal</th>
<th>Harnham</th>
<th>Northallerton</th>
<th>Thirsk</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff - Platform YP; booking YB; Signal YS; No N</td>
<td>YS</td>
<td>YS</td>
<td>YB</td>
<td>YB</td>
</tr>
<tr>
<td>Booking office - Y = 7 days pw, 7-6pm</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Public phone</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Taxi rank</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Toilet (N no; Y yes; YA yes and disabled access)</td>
<td>N</td>
<td>N</td>
<td>YA</td>
<td>YA</td>
</tr>
<tr>
<td>Buffet/Cafe/shop</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Access for disabled</td>
<td>P</td>
<td>P</td>
<td>Y</td>
<td>P</td>
</tr>
<tr>
<td>Shelters (N no; O open canopy style; SO semi open, WR waiting room)</td>
<td>WR</td>
<td>SO,WR</td>
<td>WR</td>
<td>WR</td>
</tr>
<tr>
<td>Seats (N no; I yes inside; O yes outside; I&amp;O yes inside &amp; outside)</td>
<td>I&amp;O</td>
<td>I&amp;O</td>
<td>I&amp;O</td>
<td>I&amp;O</td>
</tr>
<tr>
<td>Platform Lighting</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Shelter Lighting</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>CCTV</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Train information (Y yes; Y* yes + real time info)</td>
<td>Y</td>
<td>Y</td>
<td>Y*</td>
<td>Y</td>
</tr>
<tr>
<td>Bus information (on station land)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Bus Stop at station (N no(distance); YP yes pole, YS yes shelter)</td>
<td>N</td>
<td>N</td>
<td>YP</td>
<td>YP</td>
</tr>
<tr>
<td>TT Information (N no case; C yes and current; Od yes but out of date</td>
<td>N</td>
<td>N</td>
<td>C</td>
<td>Od</td>
</tr>
<tr>
<td>Local information - directions to village etc</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Local information - directions to bus stop</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Cycle lockers (Y secure lockers; R cycle rack)</td>
<td>R</td>
<td>N</td>
<td>R</td>
<td>R</td>
</tr>
<tr>
<td>Luggage Trolleys Available</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Litter Bins</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Parking - how many spaces</td>
<td>Free? FY yes free; FN not free</td>
<td>FY20</td>
<td>FY5</td>
<td>FN40</td>
</tr>
</tbody>
</table>
Section C

18.4.4 Improved Public Transport Services. Work has begun in liaison with bus operators on identifying improvements on two key corridors, Darlington-Richmond-Catterick Garrison and Northallerton-Bedale. These will be implemented early in the Plan period. Subsequently improvements to other bus corridors, Easingwold-York, Stokesley-Middlesbrough and Stokesley-Northallerton will be progressed.

18.4.5 Improved Access for People with Disabilities. This is a key element in promoting social inclusion and needs to be integral with all other strategies. Ensuring that people with disabilities have access to public transport interchanges, encouraging bus operators to provide low floor buses and providing suitable facilities for people with disabilities at road crossings is important parts of this strategy. Many of these facilities, like dropped kerbs at crossing points, also benefit others, especially people with mobility impairments such as parents with prams and able bodied elderly people.

18.4.6 Improved Pedestrian Facilities. The North Yorkshire Pedestrian Strategy recently adopted by the County Council proposes that a Pedestrian Action Plan is proposed for each urban area identifying key pedestrian routes and prioritising improvements on these routes. Action Plans will be prepared for Northallerton, Thirsk, Stokesley, Bedale and Easingwold in Hambleton District, Richmond and Catterick Garrison in Richmondshire District and Masham and Boroughbridge in Harrogate District. Additionally, the County Council will continue to provide footways and pedestrian crossing facilities as and when required in accordance with the criteria for establishing priorities.

18.4.7 Improved Cycling Facilities. The North Yorkshire Cycling Strategy provides for Local Cycling Plans to be prepared for the market towns. Where appropriate, these will be integrated with the Pedestrian Action Plans. A Northallerton Cycling Working Group has been assisting the County Council in developing a Northallerton Cycling Plan. This Plan is nearing completion and is expected to be approved during 2000. The County Council has convened a Thirsk Cycling Working Group to develop a similar plan for Thirsk and this will be followed by plans for Easingwold, Richmond, Bedale, Boroughbridge and Stokesley. In the longer term cycling plans for rural areas will be produced.

18.4.8 Implementing the Freight Strategy. A common problem identified by residents in this Policy Sub-Area is the volume of heavy commercial vehicles using often unsuitable rural roads. This is recognised in the North Yorkshire Freight Strategy which is set out in Chapter 7.

18.4.9 Policies for School Travel. A governor led initiative to identify ways of reducing car travel to four schools at Sowerby has started with the distribution of a questionnaire designed to illicit information on existing travel patterns to the schools. Measures identified through this process will be fully assessed and, where practicable, implemented. A comprehensive analysis of the
Transport issues associated with schools in the Catterick Garrison area is due to commence in 2000. The Ministry of Defence has recently installed a comprehensive network of cycle ways that connect to each of the primary schools in the Garrison. The County Council has included in the programme for 2000/2001 an extension to this cycle network to connect to Risedale Community College. The Norhallerton on to Brompton cycleway links Brompton and Norhallerton on High Street directly to the Allertonshire School. This school caters for Year 7 to 9 pupils from the Norhallerton area. The completion of this route in 2000 will present significant opportunities for cycling to school, especially from Brompton. The County Council, in partnership with the school, is investigating how maximum use of can be made of cycle trips to the school. The above schemes will serve as pilot projects for further schemes in this and other policy sub-areas. The support of the school or schools is crucial to the production and implementation of a school travel plan. Resources will therefore be concentrated on schools which are supportive of the process.

Section C

Programme

18.5.1 The Programme for 2000/01 is shown in the first column of the bid table at the end of this Chapter.

18.5.2 This Plan provides for
- Wensleydale Railway Feasibility Study
- Effective traffic calming and safety schemes at identified locations
- Continued improvements to public transport infrastructure
- Public transport/community transport improvements to serve rural areas
- Continued improvements for people with disabilities
- Better provision for pedestrians
- Better provision for cyclists

<table>
<thead>
<tr>
<th>TABLE - POLICY SUB AREA 6 - CENTRAL</th>
<th>2001/02 TO 2005/06 BID</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SCHEME</strong></td>
<td><strong>PROGRAMME FOR 2000/01 £K</strong></td>
</tr>
<tr>
<td>Public Transport</td>
<td>116</td>
</tr>
<tr>
<td>Local Safety Schemes/Road Safety/Traffic Calming</td>
<td>213 *</td>
</tr>
<tr>
<td>Traffic Management</td>
<td>100</td>
</tr>
<tr>
<td>Pedestrian Facilities and Walking</td>
<td>30</td>
</tr>
<tr>
<td>Cycling</td>
<td>25</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>384</td>
</tr>
</tbody>
</table>
19.0 POLICY SUB-AREA 7 - A64 CORRIDOR

19.1 Description of the Area

19.1.1 This area comprises the southern part of Ryedale District. The area is bounded to the east by Scarborough District, to the south by the East Riding of Yorkshire and York and to the north by the A170 corridor and the North York Moors National Park. The area is predominantly rural in nature.

19.1.2 The Policy Sub-Area includes the adjoining towns of Malton and Norton on the A64 (joint population 11,200), which service the surrounding villages and rural catchment area. There are areas of high quality landscape including part of the Howardian Hills Area of Outstanding Natural Beauty and the Wolds where the main industry is farming. The major villages in the area, Rillington, Sherburn and Staxton, are all located along the A64. The main centres of employment are Wards of Sherburn, Malton Bacon Factory, and the Ministry of Agriculture Fisheries and Food Science laboratories located to the north east of York at Sand Hutton.

19.1.3 The area also contains a number of major tourist attractions including Flamingo Land located at Kirby Misperton, which attracts over 1.1 million visitors per annum, the Eden Camp Modern History Museum at Malton and the Castle Howard estate.

19.1.4 The key transport route through the area is the A64 trunk road, which connects with the A1(M) at Bramham and links the South and West Yorkshire conurbations and York with the seaside resort of Scarborough. County roads in the area of more than local importance are the A169, providing a link from the A64 at Malton to Pickering, Whitby and the North York Moors National Park and the B1257/B1248, which is an attractive route for tourist traffic from Hull to Thirsk and beyond.

19.1.5 In addition to the road network the Leeds-York-Scarborough railway line, which is part of the Trans Pennine network passes through the area. It provides local services between York, Malton, Seamer and Scarborough and a link to the East Coast main line and other destinations from York.

19.2 Problems and Opportunities

19.2.1 The A64 is the major transport corridor linking Scarborough and the coastal strip to the national trunk road network. The economy of the area depends on high standard transport links being provided to reduce the disadvantages of its remote location. The A64, is a mixture of dual and single carriageway along its length and suffers from heavy seasonal congestion. This causes problems with safety and the reliability of journey times which impact adversely on businesses and the tourism industry.

19.2.2 The high volume of traffic on the A64 has an adverse environmental impact on the villages along its route. Congestion, safety and high vehicle speeds are cited as the greatest concerns. The Government recognised the need to carry out a safety study of the A64 trunk road. A number of schemes on the A64 have been identified to deal with sites with poor accident records, viz Barton Hill junction; Whitwell on the Hill junction; Whitwell Duals to Malton. Consideration is also being given to a Bypass of Rillington. The limited junction arrangements at the A64/B1248 junction east of Malton, at Brambling Fields, results in traffic travelling unnecessarily through Malton and Norton to gain access to housing and industrial areas located to the south and east of the towns. Similar problems occur due to the limited junction arrangement on the A64/B1248 west of Malton. Furthermore, the introduction of a junction at the A64/B1257 would...
provide the opportunity for traffic to access the A64 without the need to pass through Malton.

19.2.3 The problems caused by through traffic in villages are largely the result of the sheer volume of heavy commercial vehicles and the speed of traffic. Particular problems are experienced with the north south minor routes between the A170 and the A64 across the eastern part of the Vale of Pickering and between the A64 and the East Riding over the Wolds. Other areas of concern are the north south routes between the A170 and B1257 across the western part of the Vale of Pickering and between the B1257 and the A64 over the Howardian Hills including the route through Castle Howard. Area wide weight restrictions have been introduced where appropriate e.g. between the A170 and the A64 at Brompton and Sherburn. However, such action is not always appropriate with quarries located on the B1257 at Slingsby requiring access to and from the A170 and A64.

19.2.4 The most commonly expressed concern by residents of the area is the speed of traffic particularly in built up areas but also on the approaches to villages and on the routes between villages. The speed of motor cycles, in particular on the B1257 and B1248 is a problem. Measures to reduce the speed of motor cycles without adversely affecting the movement of all motor vehicles are particularly difficult to achieve.

19.2.5 Of almost equal concern is the inconsiderate parking of motor vehicles leading to requests for waiting restrictions and resident parking schemes. Parking outside schools is a matter of particular concern.

19.2.6 The County Council's Freight Strategy seeks to maximise the movement of goods by rail. There is an opportunity to reinstate freight on the York to Scarborough railway line. The County Council is working with Railtrack, English Welsh and Scottish Railways, the Freight Transport Association, the City of York Council, the Highways Agency, local planning authorities and the Government Office to fully explore the opportunities available.

19.2.7 Concern has also been expressed about the lack of facilities at certain locations to aid pedestrians crossing the carriageway and the need for new sections of footway. Opportunities for walking and cycling as alternatives to private car use in the market towns are enhanced by the relatively compact nature of the towns. The North Yorkshire Cycling Strategy commits the County Council to developing a Local Cycling Plan for each of the market towns. A plan for Malton and Norton will be commenced in 2001/2002 with proposals being implemented during the last two years of the Plan period. A segregated cycleway exists on the dual carriageway section of the A64 between Whitwell and Barton and Malton to S. Hagglethorpe. An extension of the cycleway from S. Hagglethorpe to Rillington is planned. The Highways Agency is investigating the needs of cyclists along the A64 corridor.

19.2.8 Bus services along the A64 corridor are run commercially and are heavily used during peak periods. In order for them to be competitive with the car, delays to buses need to be kept to a minimum and infrastructure at bus stops improved. The County Council is exploring opportunities for bus priority between York and Scarborough and investigating ways of reducing to a minimum the time incurred by buses diverting off and rejoining the A64 to serve the communities en route. The County Council in partnership with the Highways Agency is proposing to improve bus stop facilities along the corridor. The areas beyond the immediate A64 corridor are served by contract bus services, some of which are very infrequent. In particular the area south of Malton they operate only one or two days each week. The Malton
to Hovingham and Malton to Helmsley services are infrequent which discourages their use.

19.2.9 The main market town of Malton has both a bus station and a railway station. Being in close proximity to one another they offer some interchange facilities. Publicity and co-ordination of services however need to be improved. The bus station is owned by the bus operator and is in need of modernisation and improvement. An audit of bus infrastructure has been carried out by the County Council and funding identified in the current financial year to improve the bus station. The County Council is looking to establish a partnership with the bus operator in order to improve infrastructure, timetabling and publicity.

19.2.10 Although Flamingo Land is a major tourist attraction bus access is limited to that provided by the Whitby to York commercial services. More direct public transport access to the theme park coupled with a feeder service to and from Malton station is being considered. The possibility of running from Pickering in the north is also under consideration.

19.2.11 Innovative provision of public transport using post buses has been introduced in the Wolds area to improve accessibility and help reduce social exclusion. A Rural Transport Partnership has been established, an action plan agreed and funding secured for the next two years. This will result in additional services in the more rural areas.

19.2.12 The County Council has appointed consultants to carry out a preliminary feasibility study into the reopening of the Malton to Pickering railway. The study will include the possibility of a connection to the North York Moors Railway at Pickering. This would provide more direct access by rail to Pickering, the North York Moors and Whitby from York. The outcome of this preliminary study is expected during July of this year and will help to determine whether a full feasibility study is justified during the Plan period.

19.3 Local Objectives

19.3.1 All the County objectives set out in Section 1 of this Plan apply to this Policy Sub Area, but recognising the particular needs of this Policy Sub Area, greater emphasis is placed on reducing the number and severity of road accident casualties. Improving road safety both in the market towns and villages and the interurban road network is particularly important. To this end the County Council fully supports the A64 safety study and is encouraging the Highways Agency to give high priority to the implementation of any ensuing schemes.

19.3.2 A particular problem in the area is the volume and speed of vehicles through villages including those located on the A64 trunk road. A high priority is therefore afforded to minimising the adverse impact of traffic on the environment by seeking to increase the use of more friendly modes of transport including walking, cycling and public transport.

19.3.3 Seasonal congestion on the A64 in particular impacts on the economic viability of Scarborough and the East Coast. A high priority for the area is to provide opportunities to improve the movement of freight.

19.4 Local Strategy

19.4.1 The stated objectives will be achieved through a number of countywide strategies on a local basis. The main themes in the A64 Corridor Policy Sub Area are detailed as follows.

19.4.2 Safety and Environmental Improvements. The County Council maintains a database of the high-risk accident sites in the County, 24 of which are located within this Policy Sub Area.
The five sites with the greatest number of accidents in order of severity are listed below:

<table>
<thead>
<tr>
<th>Site</th>
<th>Number of Accidents</th>
<th>Severity</th>
</tr>
</thead>
<tbody>
<tr>
<td>A64(T) Darlow Road Roundabout</td>
<td>9</td>
<td>11</td>
</tr>
<tr>
<td>A64(T) Mosham Bank Roundabout</td>
<td>8</td>
<td>11</td>
</tr>
<tr>
<td>A64(T) Whitwell on the Hill</td>
<td>7</td>
<td>11</td>
</tr>
<tr>
<td>B1257 Butchers Corner, Malton</td>
<td>7</td>
<td>9</td>
</tr>
<tr>
<td>A64(T) Barton Hill Crossroads</td>
<td>6</td>
<td>9</td>
</tr>
</tbody>
</table>

The Highways Agency is proposing to carry out public consultation on proposals at Barton Hill and Whitwell on the Hill junction in 2001. Public consultation on improvements to the section of the A64 between Whitwell Duals and Malton Bypass is due to be carried out in 2000. The Highways Agency intend to continue with smaller scale safety improvements including signing and lining on the A64.

19.4.3 Traffic speeds will continue to be addressed through amended speed limits. Traffic calming and signing schemes designed to improve safety and the environment have been implemented in recent years on a number of streets in both Malton and Norton. This approach will be continued and directed at locations where accidents and traffic speed continue to be a problem. The programme of village traffic calming schemes as a means of reducing the speed of vehicles on the approach to and through villages will continue. The priority afforded to particular locations will be based on the level of injury accidents.

19.4.4 Improved Public Transport Facilities. An audit of public transport facilities has been carried out by the County Council which identified where improvements are needed. Improvements to public transport will initially concentrate on developing and modernising the infrastructure facilities at Malton Bus Station. This will be undertaken in partnership with the bus operator and owner of the station and will result in better interchange facilities. The improvements will complement the SRB project for the area and the County Council will continue to work closely with the District Council on the implementation of the scheme. A similar partnership will be forged with the bus and train operators, to achieve better co-ordination of time tables and increased patronage will be developed through greater publicity of the services on offer. In the current financial year infrastructure improvements will be put in place at bus stops on key bus routes. In partnership with the Highways Agency the priority aim is to provide covered areas for passengers, seats, time tables and hard standing area as a minimum at the ten most used stops on the A64 route. A rolling programme of bus stop improvements on this and other routes in the area will be implemented during the plan period.

19.4.5 In order to alleviate the most severe seasonal traffic problems bus operators will be encouraged to improve public transport options available to travellers. A key component will be the introduction of multi-journey ticketing and the availability of a tourist orientated bus network in Scarborough. A network of community transport services in the more rural areas will continue to be developed using Rural Transport Partnership funding.

19.4.6 The County Council in partnership with Ryedale District Council has appointed consultants to carry out a preliminary feasibility study into the potential for re-opening of the Malton to Pickering railway line. Should the study indicate that such a scheme could be feasible, a more detailed study will be commissioned. The possibility of providing a connection to the North York Moors Railway at Pickering is included in the study. If this can be achieved opportunity arise for the transfer of visitors to the North York Moors and Whitby from road to rail, and the transfer of freight, in particular timber from the North York Moors, to rail.
## RAILWAY STATION FACILITIES AUDIT - POLICY SUB AREA 7

<table>
<thead>
<tr>
<th>Facility</th>
<th>Malton</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Staff</strong> Platform YP; Booking YB; Signal YS; No N</td>
<td>N</td>
</tr>
<tr>
<td><strong>Booking office - Y = 7 days pw, 7-6pm</strong></td>
<td>Y</td>
</tr>
<tr>
<td><strong>Public phone</strong></td>
<td>Y</td>
</tr>
<tr>
<td><strong>Taxi rank</strong></td>
<td>Y</td>
</tr>
<tr>
<td><strong>Toilet (N no; Y yes; YA yes and disabled access)</strong></td>
<td>N</td>
</tr>
<tr>
<td><strong>Buffet/Café/shop</strong></td>
<td>Y</td>
</tr>
<tr>
<td><strong>Access for disabled</strong></td>
<td>Y</td>
</tr>
<tr>
<td><strong>Shelters (N no; O open canopy style; SO semi open, WR waiting room)</strong></td>
<td>O</td>
</tr>
<tr>
<td><strong>Seats (N no; I yes inside; O yes outside; I&amp;O yes inside &amp; outside)</strong></td>
<td>O</td>
</tr>
<tr>
<td><strong>Platform Lighting</strong></td>
<td>Y</td>
</tr>
<tr>
<td><strong>Shelter Lighting</strong></td>
<td>Y</td>
</tr>
<tr>
<td><strong>CCTV</strong></td>
<td>N</td>
</tr>
<tr>
<td><em><em>Train information (Y yes; Y</em> yes + real time info)</em>*</td>
<td>Y</td>
</tr>
<tr>
<td><strong>Bus information (on station land)</strong></td>
<td>N</td>
</tr>
<tr>
<td><strong>Bus Stop at station (N no(distance); YP yes pole, YS yes shelter)</strong></td>
<td>100m</td>
</tr>
<tr>
<td><strong>TT Information (N no case; C yes and current; Od yes but out of date)</strong></td>
<td>N</td>
</tr>
<tr>
<td><strong>Local information - directions to village etc</strong></td>
<td>N</td>
</tr>
<tr>
<td><strong>Local information - directions to bus stop</strong></td>
<td>N</td>
</tr>
<tr>
<td><strong>Cycle lockers (Y secure lockers; R cycle rack)</strong></td>
<td>N</td>
</tr>
<tr>
<td><strong>Luggage Trolleys Available</strong></td>
<td>N</td>
</tr>
<tr>
<td><strong>Litter Bins</strong></td>
<td>N</td>
</tr>
<tr>
<td><strong>Parking - how many spaces</strong> Free? FY yes free; FN not free**</td>
<td>FN 50</td>
</tr>
</tbody>
</table>
19.4.7 Improved Access for People with Disabilities. A key element in promoting social inclusion is improving facilities and access to transport for people with disabilities. This is an integral part of all other strategies. However, special emphasis is necessary in considering public transport and pedestrian strategies. Ensuring that people with disabilities can access public transport interchanges, encouraging bus operators to provide low floor buses and providing suitable facilities at road crossings are important parts of this strategy. Many facilities, like dropped kerbs at crossing points, also benefit others, especially people with mobility impairments such as parents with prams and able bodied elderly people.

19.4.8 Improved Pedestrian Facilities. The North Yorkshire Pedestrian Strategy recently adopted by the County Council requires a Pedestrian Action Plan to be prepared for each urban area in North Yorkshire by 2005. This will identify the key pedestrian routes and other pedestrian facilities. Of special importance is the need to identify and provide for the needs of people with disabilities and others with mobility impairments. Action plans will be prepared for Malton and Norton in this Policy Sub Area. The County Council will also identify, and improve where necessary, key inter urban and rural pedestrian routes. Additionally the County Council will continue to provide footways and pedestrian crossing facilities as and when required. The priority of these schemes will be based on the record of injury accidents and pedestrian and vehicle usage. Appropriate facilities for the people with disabilities will be incorporated where appropriate.

19.4.9 Improved Cycling facilities. A Cycling Action Plan for Malton and Norton will be prepared during 2001/2002. The plan will identify measures to improve safety and convenience for existing cyclists and encourage new cycling opportunities.

19.4.10 Implementing the Freight Strategy. A common problem identified by residents is the volume of heavy commercial vehicles using often unsuitable rural roads. The North Yorkshire Freight Strategy recognises this problem and proposes countywide measures to alleviate these concerns. At the heart of the strategy is a commitment to produce a countywide plan that will rate all roads for suitability for commercial vehicles and assist commercial vehicle operators to make more logical route choices and hence reduce the number of heavy commercial vehicles using unsuitable roads. The County Council will continue to monitor the use of the minor road network by commercial vehicles. The information on suitability of routes and volume of commercial vehicles will inform decision making on the introduction of weight restrictions on unsuitable roads.

19.4.11 The freight strategy seeks to encourage the transfer of freight from road to rail. The County Council is seeking to encourage the use of the York to Scarborough railway line for freight. Surveys have been carried out to identify potential customers. Positive actions are expected during the first half of the plan period.
19.5 Programme

19.5.1 The programme for 2000/01 is shown in the first column of the bid table at the end of this Chapter.

19.5.2 This Plan provides for:

- A Malton to Pickering Railway feasibility study
- Partnership with rail and freight organisations to encourage use of the York-Scarborough railway line
- Continued improvements for people with disabilities
- Effective traffic calming and safety schemes at identified locations
- Continued improvements to public transport infrastructure
- Public transport/community transport improvements to serve rural areas
- Better provision for pedestrians
- Better provision for cyclists

### TABLE - POLICY SUB AREA 7 - A64 CORRIDOR
2001/02 TO 2005/06

<table>
<thead>
<tr>
<th>SCHEME</th>
<th>PROGRAMME FOR 2000/01</th>
<th>2001/02</th>
<th>2002/03</th>
<th>2003/04</th>
<th>2004/05</th>
<th>2005/06</th>
<th>TOTAL BID</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transport</td>
<td>110</td>
<td>160</td>
<td>120</td>
<td>100</td>
<td>80</td>
<td>60</td>
<td>520</td>
</tr>
<tr>
<td>Local Safety Schemes/Road Safety/Traffic Calming</td>
<td>155 *</td>
<td>65</td>
<td>140</td>
<td>125</td>
<td>125</td>
<td>125</td>
<td>580</td>
</tr>
<tr>
<td>Traffic Management</td>
<td>50</td>
<td>50</td>
<td>25</td>
<td>25</td>
<td>25</td>
<td>25</td>
<td>175</td>
</tr>
<tr>
<td>Pedestrian Facilities and Walking</td>
<td>-</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>100</td>
</tr>
<tr>
<td>Cycling</td>
<td>-</td>
<td>15</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>50</td>
<td>95</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>265</strong></td>
<td><strong>310</strong></td>
<td><strong>340</strong></td>
<td><strong>280</strong></td>
<td><strong>260</strong></td>
<td><strong>280</strong></td>
<td><strong>1,470</strong></td>
</tr>
</tbody>
</table>

* Indicates includes traffic management
A65 CORRIDOR

20.0 POLICY SUB-AREA 8: A65 CORRIDOR

20.1 Description of the Area

20.1.1 The Policy Sub-Area is bounded to the north east by the Yorkshire Dales National Park, to the south east by the Bradford Metropolitan area and to the south west by the County of Lancashire.

20.1.2 The area is mainly rural, characterised by market towns and a number of small villages. The main town is Skipton (population 13,900) located at the hub of several key transport routes, namely rail connections into West Yorkshire, Lancashire and Cumbria, the A65 and A629 Trunk roads, the A59 and the Leeds-Liverpool Canal. In addition to serving the local population, Skipton is also an important tourist centre. Other smaller market towns include Settle and High Bentham.

20.1.3 The South Craven villages of Glusburn, Crosshills, Sutton in Craven and Cowling are larger and more important settlements located in the south east of the Policy Sub-Area.

20.1.4 The main sources of employment in the area are in agriculture, tourism and a mix of manufacturing and service industries ranging from a building society headquarters to small business and professional practices.

20.1.5 The A65 Trunk road is the main route through the Policy Sub-Area. It carries much of the commercial and tourist traffic through the area from the West Yorkshire conurbation to the Lake District and the M6 Motorway. The A629 Trunk road links the A65 at Skipton with the Bradford Metropolitan area in the south east, again, carrying a great deal of commercial and tourist traffic. Both of these routes are proposed to be de-trunked within the next two years.

20.1.6 The A59 and A56 link Skipton with the M65 at Colne, the towns of North East Lancashire and with the M6 near Preston. The A687 links the A65 at Ingleton with Lancaster to the west. The A682 links the A65 at Hellifield to part of Lancashire in the south. The A6068 carries traffic between the A629 trunk road at Kildwick near Skipton through Crosshills, Glusburn and Cowling to the North East Lancashire towns.

20.1.7 The area has three main railway services. The Skipton-Leeds service provides a frequent electrified commuter service into West Yorkshire. The Leeds-Lancaster line provides an important trans-pennine link for West Yorkshire residents as well as North Yorkshire residents. The Leeds-Settle-Carlisle line is an important tourist attraction as well as providing essential services to small communities in the Dales.

20.1.8 A freight only line carries stone from the Tilcon Quarry at Cracoe - which is located in Policy Sub-Area 5, Yorkshire Dales National Park - to Skipton and then into the main railway network.

20.1.9 The Leeds and Liverpool Canal passes through the southern part of the area. Whilst it no longer carries commercial traffic it does, nonetheless, carry recreational boat traffic and its towpath forms a significant pedestrian route.

20.2 Problems and Opportunities

20.2.1 The A65/A629 trunk roads are the backbone of the main transport corridor within the area and have been identified as strategic routes in the Draft Regional Transport Strategy. Both routes carry large volumes of both commercial and tourist traffic as well as a substantial volume of commuter and shopping traffic. The A65 passes directly through a number of villages along this route, namely Gargrave, Coniston Cold, Hellifield and Long Preston. The environmental impact of through traffic on these villages is substantial. During the summer months tourism traffic...
increases volumes substantially, adversely affecting the environment and local communities. Updated studies for bypasses of these villages will be undertaken in the first year of the Plan building on work undertaken by the Highways Agency in developing Bypass schemes prior to de-trunk the route and the dropping of the schemes from the National road building programme.

20.2.2 The main cross-boundary issue is the proposed A56 by-passes of Thornton-in-Craven in North Yorkshire and Fouleridge, Kelbrook and Earby in Lancashire. Whilst Lancashire County Council has not included these schemes in its current Local Transport Plan, the A56 schemes have been afforded a joint second priority. Development and design work will continue to bring these schemes to a state of readiness suitable for implementation in the next Local Transport Plan period after 2006. Due to the close links between the A56 schemes in Lancashire and the Thornton-on-in-Craven Bypass, the County Council will continue to progress this scheme in liaison with Lancashire County Council.

20.2.3 Skipton, the main market town, suffers from traffic congestion, particularly on busy market days. This creates unpleasant conditions for residents, shoppers and visitors alike. A draft traffic management strategy is being developed for Skipton, following local consultations. It covers demand management, environmental protection and enhancement, encouragement of alternative travel modes, accessibility and safety.

20.2.4 Settle suffers particularly from quarry traffic. The town is located such that heavy quarry traffic, generated by quarries at Horton in Ribblesdale and Helwith Bridge, in the Yorkshire Dales National Park, is forced to pass through parts of the town on its way to the A65 and the wider main road network.

20.2.5 A working group, including representatives of the local Parish Councils and transport users has been set up to address the problems associated with heavy goods vehicles and a number of actions have been identified. One of these, the resurfacing of the main street in noise-suppressing material, is to be carried out during the current financial year.

20.2.6 Discussions are being held with Ingleton Town Council on measures to improve traffic and visitor flows around the town and improve safety. Similar discussions have been held with schools, parents and the Parish Council in Sutton-in-Craven and measures to improve safety in the village are being developed.

20.2.7 Road traffic accidents, particularly in the towns and villages continue to give cause for concern and schemes to improve road safety will continue to feature strongly. Significant traffic calming schemes have been and are currently being carried out in Skipton, Settle, Crosshills, Cowling and Thornton-on-Craven.

20.2.8 A particular cause for concern is the number of motorcyclists using the A65 corridor at high speeds, particularly during the summer months. The number of road traffic accidents related to this use is considerable. Joint safety work is being carried out with Lancashire County Council on the A682 between Long Preston and Gisburn in Lancashire.

20.2.9 Bus services in the area are provided through a mix of commercial and contract services. While there are daily links along the main corridors there are few evening or Sunday services. A way from the main corridors bus services are infrequent and often available only on market days.

20.2.10 The key bus service corridors are Ingleton - Settle, Settle - Skipton and Skipton - Keighley. Services on the first two are non-commercially
20.2.11 There is considerable scope for improvement of the public transport infrastructure. Skipton Bus Station requires significant improvement. The smaller market towns in the area have little or no bus infrastructure. This problem needs to be addressed if public transport is to offer an acceptable alternative to the private car.

20.2.12 The Leeds-Lancaster rail service is of strategic importance both for residents and visitors. It provides an important trans-pennine link between West Yorkshire and the West Coast. Opportunities are being examined to improve service levels with Lancashire, West Yorkshire and the rail industry.

20.2.13 The use of the Skipton-Leeds rail service would be enhanced if the present fare differential between West Yorkshire and North Yorkshire was harmonised. The differential results in North Yorkshire commuters driving to Keighley and Silsden Station in West Yorkshire to benefit from the lower fares. This in turn creates a car parking problem at Keighley. The County Council is working with West Yorkshire PTE and the train operator to mitigate this situation. A bus link has been set up between Keighley and villages in the Kildwick area.

20.2.14 In 1994 the County Council commissioned a feasibility study to assess the potential demand for a new station at Crosshills. The study gave a positive remit and the Authority has now commissioned a detailed feasibility study into the re-opening of the station. The implementation of the station will be pursued with the Strategic Rail Authority.

20.2.15 While increases in rail usage are welcome, it has nevertheless resulted in noticeable increases in delays to road traffic at level crossings, particularly at Kildwick and Cononley. The level crossing on the A6068 already closes for up to 40 minutes per hour at peak times. As a result, traffic queues frequently extend to the A6068/A629 roundabout. An assessment of the A6068/A629 roundabout junction has indicated some approaches to be running at capacity in peak hours. Queuing and delays will increase as traffic flows increase on the Trunk and County roads. A recent study has identified an option for bridging the railway at Kildwick and this is to be the subject of local consultation. In the short term urgent discussions with Railtrack on any short term measures which might reduce the delays at both Kildwick and Cononley crossings are being pursued. At Cononley the delays are so significant that the bus operator is threatening to withdraw the local bus service.

20.2.16 Opportunities exist to improve footpath links between bus and rail facilities particularly at Skipton, Settle and Clapham.

20.2.17 Cycling, particularly recreational cycling, has much potential for further development and this is reflected in the importance given to cycling issues in the Draft Skipton Traffic Management Strategy. The Pennine Cycle Route and the South West Craven Cycle Route are also being developed. The possibility of joint use of the canal towpath as a cycle route will be explored.

20.3 Local Objectives

20.3.1 All of the County objectives set out in Chapter 1 of this Plan apply to this Policy Sub-Area, with special emphasis given to improving road safety. This will be achieved by continuing to provide traffic calming and management schemes, both in urban areas and in villages. Local safety schemes will be implemented, particularly on the links between the various towns and villages which do not lend themselves well to traditional traffic calming schemes. The Draft Skipton Traffic Management Strategy will be developed further and
the approach extended to other settlements in the area.

20.3.2 A particular problem in the area is the impact of through traffic levels in villages, particularly those along the A65. A study will be undertaken in the first year of the Plan to ensure that the Bypasses previously promoted by the Highways Agency for the Villages of Gargrave and Hellifield/Long Preston continue to represent the most appropriate solution. These schemes will be progressed during the five year period of the Local Transport Plan. Coniston Cold will be included as part of the feasibility study, although the statutory procedures are at a different stage to the other schemes. The study is to be funded jointly with the Highways Agency, with the County Council’s contribution being funded out of the settlement for 2001/02.

20.3.3 A high priority for the area is to improve facilities for walking and cycling, to promote public transport and to increase its use by improving services, facilities and information. It is also proposed to audit all future schemes for ease of use by people with disabilities and other less advantaged groups.

20.4 Local Strategy

20.4.1 The objectives set out above will be achieved through the following local strategies.

20.4.2 As described in Chapter 11, the County Council is aiming to jointly fund a study with the Highways Agency to decide the most appropriate way to progress schemes to relieve communities along the A65. Also in this area, the County Council awaits the outcome of the safety study the Highways Agency is carrying out following the removal of the A629 Skipton Kildwick improvement from the national roads programme.

20.4.3 Cross boundary issues - Partnerships will continue to be promoted with neighbouring authorities, in order to address such major issues as the Foulridge/Kelbrook/Earby/Thornton-in-Craven Bypass schemes and other issues such as safety initiatives and cross border routes, and public transport matters.

20.4.4 Town Strategies - Significant groundwork and local consultation has been carried out on a Draft Traffic Management Strategy for Skipton, the main market town. The strategy will be developed as a means of meeting the needs of local residents, and improving their quality of life, by managing demand, encouraging alternative travel routes, reducing vehicle intrusion and pollution, ensuring accessibility for all user groups, and promoting safety.

20.4.5 This approach is being extended to Settle, where heavy goods vehicle movements through the town are a particular concern. A similar partnership approach is being followed in Sutton-in-Craven and Ingleton where the emphasis is on safety issues.

20.4.6 Accident prevention, safety and access - High priority is given to traffic calming schemes, as a means of addressing the continuing problem of road traffic accidents and improving conditions for residents. Schemes will be introduced in residential areas, town centres and villages.

20.4.7 Local safety will continue to be implemented on the main roads through the area. There is still significant scope throughout the area for reducing the impact of road traffic accidents on the community.

20.4.8 Minor improvement schemes ranging from works at junctions and elsewhere to promote safety for pedestrians or to improve sight lines, to minor carriageway widening at key locations will continue to be implemented across the Policy Sub-Area.

20.4.9 Opportunities are being identified throughout the area for the provision of footways both to assist pedestrians in urban area and provide safer conditions for children walking to
school. Enhanced facilities for wheelchair users and other disadvantaged groups will be provided.

20.4.10 Public Transport - A key corridor approach will continue to be pursued in working with operators of neighbouring authorities to improve services and facilities. Initially work will focus on the Skipton-Keighley corridor. Improvements to public transport infrastructure are also proposed at Settle, Ingleton and Bentham. Funding has already been identified for Skipton bus station to carry out preliminary work to redevelop the site. A passenger transport facility audit including bus and rail, has been carried out to identify potential improvements across the Policy Sub-Area. The County Council is exploring the development of existing footpath links between the following passenger facilities:- Skipton Bus and Train stations, Settle and Giggleswick stations and Clapham stations.

20.4.11 The County Council is closely involved in the Craven Rural Transport Partnership. The partnership has produced an action plan to develop community transport services in the more remote parts of the Policy Sub-Area. The County Council’s involvement will help to ensure that Community transport services are fully integrated into the overall transport network.

20.4.12 Through ticketing is being introduced in order to assist travellers to make multi-mode journeys more easily. Prepayment ticket machines are also to be provided. Harmonisation of fares with neighbouring authorities is being investigated.

20.4.13 The provision of a bridge over the railway at Kildwick to replace the existing level crossing, would reduce delays, particularly for bus services. Such a scheme would cost between £2m and £7m, depending on the option pursued. Assessment of options is at an early stage. A bid for finances is not included in the Plan at this stage.

20.4.14 The possibilities for introducing non-conventional public transport, including community/dial-a-bus initiatives and post buses, are being investigated.

20.4.15 Discussions are being held between the County Council and quarry and transport operators in the Settle/Yorkshire Dales National Park area relating to quarry and other heavy traffic in the Settle area. A Freight Quality Partnership will be established to examine the issues and recommend any appropriate action.

20.4.16 Improved Access for People with Disabilities - A key element in promoting social inclusion is improving facilities and access to transport for people with disabilities. Ensuring that people with disabilities can access public transport interchanges, encouraging bus operators to provide low floor buses and providing suitable facilities at road crossings are important parts of this strategy.

20.4.17 Improved Pedestrian Facilities - The North Yorkshire Pedestrian Strategy requires a Pedestrian Action Plan to be prepared for each urban area in North Yorkshire. This will identify key pedestrian routes in each area and prioritise improvements on these routes and other pedestrian facilities. Action Plans will therefore be prepared for Skipton, Crosshills/Glaisburn/Sutton in Craven, Settle and Ingleton. The County Council will also identify and, if necessary, improve where necessary, key inter-urban and rural pedestrian routes. Additionally, the County Council will continue to provide footways and pedestrian crossing facilities as and when required in accordance with the criteria for establishing priorities.

20.4.18 Improved Cycling Facilities - Local Cycling Plans for each market town will be prepared and implemented. Where appropriate, these will be integrated with the Pedestrian Action Plans or town Traffic Management Strategies. A Skipton Cycling Working Group linked to the Traffic Management Working Group has been set up to develop a
### RAILWAY STATION FACILITIES AUDIT - POLICY SUB AREA B

<table>
<thead>
<tr>
<th></th>
<th>Bentham</th>
<th>Clapham</th>
<th>Cononley</th>
<th>Gargrave</th>
<th>Giggleswick</th>
<th>Hellifield</th>
<th>Long Preston</th>
<th>Settle</th>
<th>Skipton</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff - Platform Y/P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>Y/Y</td>
</tr>
<tr>
<td>Booking office - Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Public phone</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Taxi rank</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Ticket (N: Y; yes; YA: yes and disabled access)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>YA</td>
<td>YA</td>
</tr>
<tr>
<td>Buffet/Cafe/shop</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>NA</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Access for disabled</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Shelters (N: Y; no open canopy, S: semi open, W: walled room)</td>
<td>SO</td>
<td>SO</td>
<td>SO</td>
<td>SO</td>
<td>NA</td>
<td>0 WR</td>
<td>SO</td>
<td>0 WR</td>
<td>0 WR</td>
</tr>
<tr>
<td>Platform Lighting</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Shelter Lighting</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>NA</td>
<td>Y</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td>CCTV</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Train information (Y: yes, P: partial, R: real time info)</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>y</td>
<td>y</td>
<td>y</td>
<td>y</td>
<td>y</td>
<td>y</td>
</tr>
<tr>
<td>Bus information (on station land)</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Bus Stop at station (N: yes, S: semi, Y: yes shelter)</td>
<td>300m</td>
<td>1500m</td>
<td>20m</td>
<td>500m</td>
<td>200m</td>
<td>500m</td>
<td>1000m</td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>TT Information (N: yes, C: current, D: yes but out of date)</td>
<td>N</td>
<td>N</td>
<td>C</td>
<td>N</td>
<td>?</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Local information - directions to village etc</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Local information - directions to bus stop</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Cycle lockers (Y: yes, N: no)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Luggage Trolleys Available</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Litter Bin</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Parking - how many spaces</td>
<td>Free</td>
<td>FY10</td>
<td>FY15</td>
<td>FY18</td>
<td>FY6</td>
<td>FY20</td>
<td>FY25</td>
<td>FN20</td>
<td>FN40</td>
</tr>
</tbody>
</table>

### MARKET TOWN FACILITIES AUDIT - POLICY SUB AREA B

<table>
<thead>
<tr>
<th>Town</th>
<th>Location</th>
<th>Road network</th>
<th>Local</th>
<th>Bus Stop Port Location</th>
<th>Other</th>
<th>Parking (Y: yes, P: partial, R: real time info)</th>
<th>Stake (Y: yes, O: no)</th>
<th>Station (Y: yes, O: no)</th>
<th>Litter Bin</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SETTLE</strong></td>
<td>Duke Street</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Market Square</td>
<td>N</td>
<td>N</td>
<td>LP</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Langcliffe Road to Skipton</td>
<td>Y</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Langcliffe Road to G/wick</td>
<td>Y</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td><strong>SKIPTON</strong></td>
<td>Bus Station</td>
<td>N</td>
<td>N/A</td>
<td>N</td>
<td>N</td>
<td>O</td>
<td>D</td>
<td>L</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>High Street</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Hospital to Keighley</td>
<td>N</td>
<td>N</td>
<td>LP</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Hospital to Skipton</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>C</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Newmarket Street</td>
<td>N</td>
<td>Y</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Morrisons</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Railway Station external</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Railway Station internal</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>C</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Ings Lane (both directions)</td>
<td>N</td>
<td>N</td>
<td>LP</td>
<td>O</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
</tbody>
</table>

20.5 Programme

20.5.1 The programme for 2000/01 is shown in the first column of the bid table at the end of this Chapter.

20.5.2 This Plan provides for:

- The completion of a feasibility study into the A65 Bypass Schemes

### TABLE - POLICY SUB AREA 8 - A65 CORRIDOR 2001/02 TO 2005/06 BID

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Programme for 2000/01 £K</th>
<th>2001/02 £K</th>
<th>2002/03 £K</th>
<th>2003/04 £K</th>
<th>2004/05 £K</th>
<th>2005/06 £K</th>
<th>Total Bid £K</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transport</td>
<td>110</td>
<td>160</td>
<td>120</td>
<td>100</td>
<td>80</td>
<td>60</td>
<td>520</td>
</tr>
<tr>
<td>Local Safety Schemes/Road Safety/Traffic Calming</td>
<td>144 *</td>
<td>160</td>
<td>90</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>550</td>
</tr>
<tr>
<td>Traffic Management</td>
<td></td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>500</td>
</tr>
<tr>
<td>Pedestrian Facilities and Walking</td>
<td>-</td>
<td>30</td>
<td>30</td>
<td>50</td>
<td>30</td>
<td>30</td>
<td>170</td>
</tr>
<tr>
<td>Cycling</td>
<td>-</td>
<td>10</td>
<td>15</td>
<td>60</td>
<td>60</td>
<td>70</td>
<td>215</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>154</strong></td>
<td><strong>460</strong></td>
<td><strong>355</strong></td>
<td><strong>410</strong></td>
<td><strong>370</strong></td>
<td><strong>360</strong></td>
<td><strong>1,955</strong></td>
</tr>
</tbody>
</table>

* Includes traffic management
TARGETS AND PERFORMANCE INDICATORS

The County Council’s transport objectives have been used to develop a series of headline targets for measuring progress and achievement of the policies in action. A series of causal chains is included in the Plan which identify specific aspects to be monitored in each of the policy areas set out in the “Transport Strategy” section. To enable progress to be measured in the short term a number of performance indicators and targets are also identified in Appendix 1.

These targets are based upon full implementation of the programme set out in the Plan. If funding allocations are below this level, the targets will need to be reviewed.

Objective =
To promote social equity by providing choices of travel mode which meet the needs of the socially and physically disadvantaged.
  
  * Target = To increase the total annual distance in km covered by local buses within the area of the Authority by 10% by 2005/06.

  * Target = To introduce facilities for people with disabilities at all new signalised pedestrian crossing facilities and to retrofit all existing facilities by 2004.

Objective =
To limit traffic growth by minimising the need to travel and developing alternative non car modes.

  * Target = To achieve zero traffic growth in the town centres of the two main urban areas of Harrogate and Scarborough from 2000.

  * Target = To limit traffic growth in the North York Moors National Park to at least 1% below average national traffic growth over the period of the Plan.

  * Target = To limit traffic growth in the Yorkshire Dales National Park to at least 2% below average national traffic growth over the period of the Plan.

  * Target = To reduce traffic flow on the A19 through Selby by 30% on the opening of the Selby Bypass and restrain growth not to exceed national low growth forecasts from that time to the end of the Plan period.

  * Target = To reduce the cost per passenger journey of subsidised bus services from £1.35 (1999/2000) to £1.30 (2000/2001) and by a further 10% by 2005/2006.

  * Target = To increase the total number of passenger journeys made annually on local buses within the area of the Authority by 10% by 2005/06.

Objective =
To provide a safe, efficient and well maintained highway network as part of an integrated transport strategy.

  * Target = To reduce to 6% the length of principal road network with negative residual life during the Plan period.

  * Target = To reduce to 14% the length of principal road network with skidding resistance below investigatory level during the Plan period.

Objective =
To minimise the adverse impact of traffic on the environment, particularly with regard to noise and pollution.

  * Target = To achieve zero traffic growth in the town centres of the two main urban areas of Harrogate and Scarborough from 2000.

  * Target = To limit traffic growth in the North York Moors National Park to at least 1% below average national traffic growth over the period of the Plan.
Target = To limit traffic growth in the Yorkshire Dales National Park to at least 2% below average national traffic growth over the period of the Plan.

- Target = To reduce traffic flow on the A19 through Selby by 30% on the opening of the Selby Bypass and restrain growth not to exceed national low growth forecasts from that time to the end of the Plan period.
- Target = To establish three quality freight partnerships during the life of the Plan.
- Target = To introduce 10 calming/gateway schemes per annum.
- Target = To increase the total number of public transport journeys made annually in the two National Parks and AONB by 15% by 2005/06.

Objective =
To provide a quality public transport system for as many residents as possible which recognises the importance and impact of tourism in the County.

- Target = To ensure that 75% of users are satisfied with local bus services by the end of the Plan period.
- Target = To ensure that 75% of users are satisfied with local provision of public transport information by the end of the Plan period.
- Target = To increase the total number of public transport journeys made annually in the two National Parks and AONB by 15% by 2005/06.

Objective =
To reduce the number and severity of casualties arising from road accidents in the County.

- Target = To achieve a 40% reduction in the number of people killed or seriously injured by 2010 compared with the average for 1994–1998.
- Target = To achieve a 50% reduction in children under 16 years of age killed and seriously injured by 2010 compared with the average for 1994–1998.
- Target = To achieve a 10% reduction in slight casualty rate (expressed as the number of people slightly injured per 100 million vehicle km) compared with the average for 1994–1998.

Objective =
To facilitate opportunities for economic regeneration, growth and the sustainable movement of goods.

- Target = To establish a lorry routing database for the County in the first two years of the Plan.
- Target = To establish three quality freight partnerships during the life of the Plan.
The following table shows the targets and performance indicators which will form the basis of an annual monitoring exercise and identifies those Policy Sub Areas with the greatest contribution to the County targets where applicable.

<table>
<thead>
<tr>
<th>OBJECTIVE</th>
<th>TARGET FOR PLAN PERIOD</th>
<th>MONITORING &amp; SURVEY TECHNIQUES</th>
<th>POLICY SUB AREA CONTRIBUTION TO COUNTY TARGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>To promote social equity by providing choices of travel mode which meet the needs of the socially and physically disadvantaged</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• To increase the total annual distance in km covered by local buses within the area of the Authority by 10% by 2005/2006.</td>
<td>Information from operators</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>• To improve access for people with disabilities at 50% of rail stations during the Plan period.</td>
<td>Number of facilities introduced</td>
<td>✓</td>
<td>4,5,8</td>
</tr>
<tr>
<td>• To introduce facilities for people with disabilities at all new signalised pedestrian crossing facilities and to retrofit all existing signalised facilities by 2004.</td>
<td>Number introduced</td>
<td>✓</td>
<td>1,2,3</td>
</tr>
<tr>
<td>• To introduce dropped kerb crossing facilities at 40 locations per annum.</td>
<td>Number introduced</td>
<td>✓</td>
<td>1,2,3</td>
</tr>
<tr>
<td>• To complete the parking and pedestrian accessibility audits of all town centres and main village centres in North Yorkshire by 2004.</td>
<td>Audits completed</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>• To complete an accessibility audit of bus and rail stations and the pedestrian links by 2003.</td>
<td>Audits completed</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>• To complete a review of contracted bus service specifications in regard to accessible vehicle provision by 2001 and to implement any resulting changes over the four year contract review period.</td>
<td>Review completed and changes introduced</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>• To spend a minimum of £150k per annum specifically on improvements to disabled access facilities.</td>
<td>County Council expenditure information and analysis</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>OBJECTIVE</th>
<th>TARGET FOR PLAN PERIOD</th>
<th>MONITORING &amp; SURVEY TECHNIQUES</th>
<th>POLICY SUB AREA CONTRIBUTION TO COUNTY TARGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>To limit traffic growth by minimising the need to travel and developing alternative non-car modes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• To achieve zero traffic growth in the town centres of the two main urban areas of Harrogate and Scarborough from 2000.</td>
<td>Annual traffic surveys</td>
<td>1,2</td>
<td></td>
</tr>
<tr>
<td>• To limit traffic growth in the North York Moors National Park to at least 1% below average national traffic growth over the period of the Plan.</td>
<td>Annual traffic surveys</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>• To limit traffic growth in the Yorkshire Dales National Park to at least 2% below average national traffic growth over the period of the Plan.</td>
<td>Annual traffic surveys</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>• To reduce traffic flow on the A19 through Selby by 30% on the opening of the Selby Bypass and restrain growth not to exceed national low growth forecasts from that time to the end of the Plan period.</td>
<td>Annual traffic surveys</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>• To produce 10 local cycle plans during the Plan period and to spend a minimum of £400k per annum on measures to improve facilities for cyclists.</td>
<td>Plans produced and County Council expenditure information and analysis</td>
<td>✓</td>
<td>1,2,3,4,5,6,7,8</td>
</tr>
<tr>
<td>OBJECTIVE</td>
<td>TARGET FOR PLAN PERIOD</td>
<td>MONITORING &amp; SURVEY TECHNIQUES</td>
<td>POLICY SUB AREA CONTRIBUTION TO COUNTY TARGET</td>
</tr>
<tr>
<td>--------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------</td>
<td>----------------------------------------------</td>
</tr>
<tr>
<td>To limit traffic growth by minimising the need to travel and developing alternative non-car modes (cont’d)</td>
<td>- To reduce the cost per passenger journey of subsidised bus services from £1.35 (1999/2000) to £1.30 (2000/2001) and by a further 10% by 2005/2006.</td>
<td>County Council expenditure information and analysis and information from operators</td>
<td>Countywide</td>
</tr>
<tr>
<td></td>
<td>- To increase the total number of passenger journeys made annually on local buses within the area of the Authority by 10% by 2005/2006.</td>
<td>Information from operators</td>
<td>Main emphasis in Policy Sub Area</td>
</tr>
<tr>
<td></td>
<td>- To produce Pedestrian Action Plans identifying key pedestrian routes for all towns in North Yorkshire by 2003 and to spend at least £400k per annum on the provision of rural and urban pedestrian facilities.</td>
<td>Plans produced and County Council expenditure and analysis</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- To identify current and potential levels of cycle use for trips to school and to determine and adopt targets to increase the modal share of cycling by pupils of 10 years and older.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- To provide and seek provision by other parties, a minimum of 50 cycle parking facilities per annum throughout North Yorkshire.</td>
<td>Number of facilities provided</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- To introduce six park and ride sites in the County in the Plan period.</td>
<td>Sites developed</td>
<td>1,2,3</td>
</tr>
<tr>
<td></td>
<td>- To provide on-road cycle training for 20% of 10 - 12 year olds.</td>
<td>Number trained</td>
<td>1,2,4</td>
</tr>
<tr>
<td></td>
<td>- To develop 16 bus quality corridors during the Plan period.</td>
<td>Number established</td>
<td>1,2,3,4,5,6,7,8</td>
</tr>
<tr>
<td></td>
<td>- To increase awareness of the School Travel Plan (STP) process in 100% of all schools by 2001.</td>
<td>Records of number of schools sent STP guidance</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- To increase appreciation of STP requirements in 50% of schools by 2005.</td>
<td>Number of enquiries received and contacts made with schools</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- To introduce STPs in 5% of schools by 2003, up to 15% by 2005, with some form of STP measure in use in 25% by 2005.</td>
<td>Questionnaire on STP activity sent to all County schools every 18 months to monitor progress</td>
<td>1,2,3,6</td>
</tr>
<tr>
<td></td>
<td>- To increase awareness of the Green Travel Plan (GTP) process in 50% of all companies (over 250 employees) by 2003 and 100% by 2005.</td>
<td>Records on information sent out to businesses who have received information</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- To increase appreciation of GTP requirements in 50% of companies (over 250 employees) by 2005.</td>
<td>Number of enquiries received and contacts made with businesses</td>
<td></td>
</tr>
<tr>
<td>OBJECTIVE</td>
<td>TARGET FOR PLAN PERIOD</td>
<td>MONITORING &amp; SURVEY TECHNIQUES</td>
<td>POLICY SUB AREA CONTRIBUTION TO COUNTY TARGET</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>To limit traffic growth by minimising the need to travel and developing alternative non-car modes (cont'd)</td>
<td>- To introduce GTPs in 5% of employers (over 250 employees) by 2003 up to 15% by 2005, with some form of GTP measure in use in 25% by 2005.</td>
<td>Questionnaire on GTP activity sent to all County businesses every 18 months</td>
<td>✓ 1,2,3,6,7,8</td>
</tr>
</tbody>
</table>
| To provide a safe, efficient and well maintained highway network as part of an integrated transport strategy | - To reduce to 6% the length of principal road network with negative residual life during the Plan period.  
- To reduce to 14% the length of principal road network with skidding resistance below investigatory level.  
- To introduce 25 local safety schemes per annum  
- To ensure that 99% of reported incidents of dangerous damage to roads and pavements repaired or made safe within 24 hours from the time that the Authority first became aware of the damage. | Deflectograph/VMS  
Grip tester  
Number of schemes introduced  
Complaint monitoring and inspection | ✓ ✓ ✓ ✓                                             |
| To minimise the adverse impact of traffic on the environment, particularly with regard to noise and pollution | - To achieve zero traffic growth in the town centres of the two main urban areas of Harrogate and Scarborough from 2000.  
- To limit traffic growth in the North York Moors National Park to at least 1% below average national traffic growth over the period of the Plan.  
- To limit traffic growth in the Yorkshire Dales National Park to at least 2% below average national traffic growth over the period of the Plan.  
- To reduce traffic flow on the A19 through Selby by 30% on the opening of the Selby Bypass and restraint growth not to exceed national low growth forecasts from that time to the end of the Plan period.  
- To increase the total number of public transport journeys made annually in the two National Parks and AONBs by 15% by 2005/06.  
- To introduce 10 calming gateway schemes per annum.  
- To establish three quality freight partnerships during the life of the Plan. | Annual traffic surveys  
Annual traffic surveys  
Annual traffic surveys  
Annual traffic surveys  
Information from operators  
Number introduced  
Number introduced | 1,2,4,5,6,7,8 |
| To provide a quality public transport system for as many residents and possible which recognises the importance and impact of tourism in the County | - To ensure that 75% of users are satisfied with local bus services by the end of the Plan period.  
- To ensure that 75% of users are satisfied with local provision of public transport information by the end of the Plan period.  
- To develop 16 bus quality corridors during the Plan period.  
- To increase the total number of public transport journeys made annually in the two National Parks and AONBs by 15% by 2005/06. | Annual survey of bus users  
Annual survey of users  
Number established  
Information from operators | ✓ ✓ ✓ 1,2,3,4,5,6,7,8,9 |
### Appendix 1

<table>
<thead>
<tr>
<th>OBJECTIVE</th>
<th>TARGET FOR PLAN PERIOD</th>
<th>MONITORING &amp; SURVEY TECHNIQUES</th>
<th>POLICY SUB AREA CONTRIBUTION TO COUNTY TARGET</th>
</tr>
</thead>
</table>
| To reduce the number and severity of casualties arising from road accidents in the County | - To achieve a 40% reduction in the number of people killed or seriously injured by 2010 compared with the average for 1994 - 1998.  
  - To achieve a 50% reduction in children under 16 years of age killed or seriously injured by 2010 compared with the average for 1994 - 1998.  
  - To achieve a 10% reduction in slight casualty rate (expressed as the number of people slightly injured per 100 million vehicle km) by 2010 compared with the average for 1994 - 1998.  
  - To complete in conjunction with North Yorkshire Police the development of a Speed Management Strategy.  
  - To produce in the first year of the Plan a new Road Safety Plan to reflect the Government’s Casualty Reduction Targets and to provide a strategic framework for all of the County Council’s Road Safety Activities.  
  NB Annual targets are given on Casuality reduction in Chapter 5 of the Plan. | County Council accident database  
County Council accident database  
County Council accident database  
Develop strategy  
Plan produced | Countywide Main emphasis in Policy Sub Area |
| To facilitate opportunities for economic regeneration, growth and the sustainable movement of goods | - To minimise the time major roads are closed due to temporary traffic signals or local authority works. The maximum closure rate will be 0.06 days per kilometre of traffic sensitive street.  
  - To ensure that 90% of bridge stock is available for 40t vehicles by 2006  
  - To establish a lorry routing database for the County in the first two years of the Plan.  
  - To establish three quality freight partnerships during the life of the Plan. | Monitoring of works activities  
Number of bridges available for 40t vehicles  
Database established  
Number of partnerships established | 1,3,8 |
Appendix 2

CAPITAL

The Provisional Local Transport Plan submitted to DETR on 31 July 1999 formed the basis of Government support for the current financial year 2000/01. The LTP financial settlement indicated a sum of £5,748m for structural maintenance and £2,750m for integrated transport measures.

The March 2000 DETR Guidance on Full Local Transport Plans states that authorities should base their bid on the assumption that £1,016m will be available for local transport capital projects in 2001/02 and in each year of the Plan. This represents a 35% increase on last year’s national settlement.

Assuming North Yorkshire’s level of funding was increased in line with the national increase, this would give a total bid for the County of around £115m. It must be noted that in terms of past funding North Yorkshire has not benefited from support for countywide package coverage, unlike some other, mainly urban authorities. Indeed last year’s allocation for integrated transport was below that of the regional average. It is essential therefore that the County Council receives a sufficient level of resources not only to meet its base line needs but also for the delivery, development and promotion of a more sustainable and integrated transport network.

The overall size of the bid for 2001/2002 at £143.02m represents a 45% reduction compared with the Provisional LTP. The bid has been reduced to reflect the need for realism as advocated in March 2000 DETR Guidance.

The County Council believes that the bid for Integrated Transport Measures (average £5.8m per annum over the five year plan period) represents the required appropriate level of funding to enable the County Council to make significant progress on schemes designed to reduce accidents, improve public transport facilities and measures aimed at encouraging cycling and walking. Furthermore, it will allow measures to be developed to implement the freight and disabled persons strategies. The level of bid was based on discussions with the GOYH on the County’s baseline needs.

The maintenance programme has also been the subject of close scrutiny and the bids substantally reduced compared with the Provisional LTP. The bid (£8,237m) is felt to be realistic and necessary to tackle the problems relating to the conditions of Highway Structures and the Principal Road Network as demonstrated in Chapter 11.

Details of the 2000/2001 Transport Capital Programme and Capital Bid Programme for the five years to 2005/06 with an indication of subject areas is shown in Table 1.

Table 1

<table>
<thead>
<tr>
<th>Measure</th>
<th>CURRENT YEAR</th>
<th>FIVE YEAR EXPENDITURE PROGRAMME (£000)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2000/01</td>
<td>2001/02</td>
</tr>
<tr>
<td>Public Transport</td>
<td>930</td>
<td>1,385</td>
</tr>
<tr>
<td>Park and Ride</td>
<td>225</td>
<td>575</td>
</tr>
<tr>
<td>Local Safety Scheme/Road Safety/ Traffic Calming</td>
<td>1,600**</td>
<td>1,675</td>
</tr>
<tr>
<td>Traffic Management</td>
<td>890</td>
<td>790</td>
</tr>
<tr>
<td>Pedestrian Facilities &amp; Walking</td>
<td>200</td>
<td>500</td>
</tr>
<tr>
<td>Cycling</td>
<td>110</td>
<td>500</td>
</tr>
<tr>
<td>Safe Routes to School</td>
<td>50</td>
<td>150</td>
</tr>
<tr>
<td>Freight Strategy</td>
<td>-</td>
<td>50</td>
</tr>
<tr>
<td>Disabled Strategy</td>
<td>50</td>
<td>410</td>
</tr>
<tr>
<td>Travel Awareness</td>
<td>20</td>
<td>100</td>
</tr>
<tr>
<td>Transport Studies</td>
<td>20</td>
<td>120***</td>
</tr>
<tr>
<td>Performance Monitoring</td>
<td>40</td>
<td>60</td>
</tr>
<tr>
<td>TOTAL INTEGRATED TRANSPORT SUB-TOTAL</td>
<td>3,000</td>
<td>6,045</td>
</tr>
<tr>
<td>Structural Maintenance - Roads</td>
<td>2,428</td>
<td>2,735</td>
</tr>
<tr>
<td>- Bridges</td>
<td>3,312</td>
<td>5,502</td>
</tr>
<tr>
<td>MAINTENANCE SUB-TOTAL</td>
<td>5,740</td>
<td>8,237</td>
</tr>
<tr>
<td>Non-safety improvements on non-core trunk roads</td>
<td>715</td>
<td>1,105</td>
</tr>
<tr>
<td>TOTAL by Source</td>
<td>8,740</td>
<td>14,302</td>
</tr>
</tbody>
</table>

* Bid for Highways Agency funding identified in Appendix 10
** Includes traffic management
*** Includes £40k County Council contribution to A65 Study jointly funded with Highways Agency
Government guidance invites local authorities to identify how their capital programme would be expanded in the event of a higher level of funding being made available. The following schemes have been identified which would make a significant contribution to delivering the transport objectives of the LTP and are compatible with the integrated transport strategy.

The Harrogate and Knaresborough Cycle Network - will improve safety and significantly increase cycling and so reduce reliance on the car. The Harrogate and Knaresborough urban area is compact and the majority of journeys will be under five miles and therefore suitable for cycling. Increased cycling will contribute to all of the LTP objectives. The Plan's targets are to increase cycle usage to 15% of journeys to work and 20% of journeys to secondary schools, to cycle train 90% of 10 - 12 year olds and to reduce the cyclist casualty rate by 50% by reducing the dangers that cyclists are exposed to.

80 km of radial and orbital cycle routes have been chosen by considering safety, directness, coherence, attractiveness, comfort and cost. The network will be designed for use by unaccompanied 12 year olds. The routes form a network in Harrogate and Knaresborough linking the residential areas to the town centres, secondary schools, bus and train stations, areas of employment and recreational areas. The network will also provide a largely traffic free route through the centre of Harrogate for the National Cycle Network which will be extended by a link between Harrogate and Spofforth and a link to Ripley and the Yorkshire Dales. The Plan was drawn up with the assistance of Harrogate Cycle Group and has been subject to extensive public consultation. Further consultation will take place as individual routes are implemented. The network is protected by Supplementary Planning Guidance. The proposals are estimated to cost £2.6 m, of which £2.1 m is sought from the LTP.

<table>
<thead>
<tr>
<th>Category</th>
<th>Annual Allocation £k</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>£4.5m</strong></td>
<td><strong>£6,065m</strong></td>
</tr>
<tr>
<td>LSS/Safety Schemes/Traffic Calming/Management</td>
<td>2,020</td>
</tr>
<tr>
<td>Safe Routes to School</td>
<td>100</td>
</tr>
<tr>
<td>Pedestrian/Footway Schemes</td>
<td>400</td>
</tr>
<tr>
<td>Cycling</td>
<td>400</td>
</tr>
<tr>
<td>Public Transport (including Park and Ride)</td>
<td>1,250</td>
</tr>
<tr>
<td>Transport Studies</td>
<td>80</td>
</tr>
<tr>
<td>Travel Awareness/Disabled/Freight Strategies</td>
<td>200</td>
</tr>
<tr>
<td>Traffic Flow Monitoring/Performance Indicators</td>
<td>50</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>4,500</strong></td>
</tr>
</tbody>
</table>

Aware that the DETR will expect to see an indication of the strategy to be pursued based on different levels of funding, two levels of expenditure have been considered for integrated transport based on £4.5 m and £6.0 m, and is shown in Table 2. Clearly in the event of a reduced settlement the County Council would need to review the areas of spending for each Policy Sub Area and retain the opportunity to revise them in the light of changed circumstances. This would, of course, mean that the County Council would be unable to deliver all the outputs and the impact of the various transport schemes would be reduced.
Local Cycling Plans - A key policy in the North Yorkshire Cycling Strategy is for the preparation and implementation of Local Cycling Plans for each of the main towns in North Yorkshire. The County Council places a high priority on implementing this element of the Cycling Strategy. The Local Transport Plan includes bids for funding to prepare and implement cycling plans for Northallerton, Sherburn in Elmet, Skipton, Whitby, Filey and Thirsk. Additionally, bids have also been included to allow a start on the implementation of the plans for Ripon and Malton/Norton with completion anticipated during the next Local Transport Plan period.

Section 4.3.10 identifies a programme for the preparation of the cycling plans for the 21 main towns in North Yorkshire (excluding Scarborough and Harrogate). An additional £500k for cycling facilities would allow not only the full implementation of plans for Ripon and Malton/Norton before 2006 but also to start the implementation of cycling plans for a further three towns from this programme. This could make a major contribution towards encouraging a modal shift and meeting targets for increased cycle use in North Yorkshire.

Ripon City Centre - The County Council has been working closely with Harrogate Borough Council and local representative groups in the regeneration of the City. The Councils have been successful in obtaining £1.6m of grant aid from the Heritage Lottery Fund (HLF) for the refurbishment of Kirkgate/Duck Hill, Minster Road (completed 1999) and the Market Place (programmed to commence 2001). The HLF grant covered 75% of the works cost. The remaining 25% has been financed by the respective authorities. The overall plan is to refurbish the remaining major shopping areas radiating out of the Market Place, i.e. High Skellgate, Westgate, Fishergate and Old Market Place.

Car parking in the Market Square is reduced by 50% under the proposals to provide a pedestrianised area. The estimated cost to complete the remaining streets is £1.2m.

West of the Market Place, Ripon - The package of highway schemes to provide a route to the west of the Market Place, Ripon is aimed at providing traffic relief to the Market Place, Ripon. The scheme compliments the Ripon Market Place proposals and would further enhance the environment and safety where pedestrian activity is at its highest.

The package of schemes include the widening of Firby Lane, a new link road to the west of the Market Place, crossing a brown field development site, and the improvement of the Coltsgate Hill/North Street junction. The County Council has worked closely with the Borough Council in the development of the brown field site and is seeking to secure the construction of a substantial proportion of the link road through private developer funding. Funding from the County Council will need to be provided in order to complete the link road.

The brown field site is in private ownership and is used for informal long stay parking by the public. Development of the area will displace the informal parking. An alternative parking area, including park and ride facilities, is to be developed on the south side of the City centre access road off the A61. This will result in long stay parking being removed from the central area of the City with park and ride on the edge of the City. The parking policy of displacing long stay car parking to park and ride along with the re-development of the Ripon Bus Station which is currently under construction will encourage greater use of public transport.

The estimated contribution to the improvement of the road links to the West of the Market Place is estimated at £650k.

Skipton Bus Station - This bus station has been identified as in need of funding. A meeting has been held with interested parties which has raised the opportunity not just to provide waiting facilities but to take a comprehensive look at the bus station and its environs which would rationalise car parking, improve vehicle flows, enhance safety and improve passenger facilities. The estimated cost is £450k. Implementation of the scheme in the first year of the Plan will encourage greater use of public transport.
Whitby Traffic Management Strategy – A local Traffic Partnership has been formed in Whitby by comprising representatives from the County, District and Town Councils and the main interest groups within the town. A Traffic Management Study has been developed by the Partnership and elements of this are included for funding within the five year plan.

The Strategy comprises the following:

- A Park and Ride site on the main A171 approach from Teesside
- Improvements in public transport facilities within the town
- Parking Action Areas in three key locations
- Improvements in pedestrian and cycling facilities
- Improved facilities for access for people with disabilities
- Road safety improvements
- Environmental enhancement in the central area

In order to contain the overall bid within the LTP to a realistic level, the funding included for implementing the Whitby Traffic Management Strategy has had to be constrained. A further allocation of £500k in the last two years of the LTP (ie 2004/05 and 2005/06) would enable significant additional progress to be made in delivering the key elements of the Strategy. In particular, improvements to public transport facilities within the town and essential road safety schemes could be brought forward. Further more detailed information is available, if required.

Pickering Park and Ride – Pickering is maintaining its vitality as a market town through a good range of shops and facilities and has an important tourism function, as an attraction in its own right, as an important accommodation base, and as a gateway to the North York Moors.

However, parking demand in Pickering is growing with a number of significant tourist attractions, including the North York Moors Steam Railway (280,000 passengers), Pickering Castle (32,000 visitors), Beck Isle Museum, Pickering Church and a number of other facilities, including a swimming pool and leisure centre. Many of these attractions have little or no parking and growing pressure from tourists could adversely affect the way the town functions in the near future.

Already on-street parking is limited and the main car parks (long and short stay) cannot satisfy demand during the holiday season. The local authorities have not been able to identify additional parking close to the town centre.

A Park and Ride operation was piloted on the proposed site several years ago and further testing is taking place in Summer 2000.

The proposed site is situated on the A169 under one mile south of Pickering and already enjoys adequate access from the main road.

Park and Ride services would be integrated with an existing town bus service and the Moorsbus Network of recreational bus services. They would operate initially on a seasonal basis, probably for 120 days a year, using dedicated low floor vehicles.

The proposals are to improve existing roads and surfacing within the site (£110k), to provide waiting facilities (including toilets and site supervision) (£50k) and to provide CCTV surveillance equipment, public transport information and signage (£15k). Site acquisition, design, fees and mains services are estimated at (£75k).

Although preliminary site works may take place during the year 2001/02 the main scheme would be undertaken during 2002/03.
Allocation of additional £286k

In April 2000 the Government announced additional finances would be available to Highway Authorities for local transport. The County Council received an additional £286k. The County Council has allocated this money as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
<th>Estimated Cost £k</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safe Routes to School</td>
<td>Low cost measures in the vicinity of schools to improve safety and encourage walking.</td>
<td>50</td>
</tr>
<tr>
<td>Cycling/child safety</td>
<td>Brompton to Northallerton Cycle Route.</td>
<td>90</td>
</tr>
<tr>
<td>Child safety</td>
<td>Introduction of 20mph speed limits. A minimum of 10 will be located on school frontages.</td>
<td>36</td>
</tr>
<tr>
<td>Public Transport</td>
<td>Malton Bus Station and York/Malten/Scarborough and Malton to Pickering Bus Corridors</td>
<td>110</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>286</strong></td>
</tr>
</tbody>
</table>

**REVENUE**

This Local Transport Plan is a bid for capital expenditure from Government. It is important to recognise that this is supported by revenue expenditure allocated by the County Council for highway and transport items.

Table 3 identifies the revenue expenditure for the current year 2000/01 and for the five years of the Plan period.

The following items all require an increase in revenue if the objectives and targets set in the Plan are to be achieved.

- The introduction of low floor buses by amendments to the specification in contracts let by the County Council over the four year contract renewal period.
- Maintenance of public transport infrastructure including park and ride sites, bus terminals, shelters, etc.
- Maintenance of the cycle/pedestrian/signal facilities.
- Maintenance of traffic calming and other local safety schemes.
- Staffing costs for new green transport initiatives on freight, school travel plans, walking, cycling and disabled strategies.

The figures in the table for the years 2001/02 to 2005/06 reflect an assessment of the revenue spending needs to meet the objectives set out in the Plan.

It is not possible, at this stage, to determine the extent to which the County Council might be able to fully fund the additional spending requirements. This is because it has to take a balanced view in its annual resource allocation process across all services, taking account of pressures in other service areas, the level of future SSA/RSG settlements and the impact upon the Council Tax.

The County Council does recognise, however, the key role played by the transport strategy within the Local Transport Plan in meeting the Authority’s overall objectives and achieving its corporate priorities.

This commitment is demonstrated by the County Council’s policies in enhancing the funding available for highways spending by the application of capital receipts from the sale of County Farms (up to £1m for the years 2001/01 to 2002/03 when the policy is subject to review) and the use of corporate borrowing approvals (currently approximately £2m per annum).
The County Council has no proposals during the first five years of the Plan to raise revenue through Road User Charging or Workplace Parking Levy. On-street parking charge income will continue to accrue throughout the Plan period from the scheme in central Harrogate and from the recently introduced scheme in Scarborough. This funding will be allocated to support the strategy in the LTP. Consideration is being given as to whether further on-street charging should be introduced in other locations.

Table 3
North Yorkshire County Council Highways & Transportation Revenue Expenditure

<table>
<thead>
<tr>
<th></th>
<th>2000/01</th>
<th>2001/02</th>
<th>2002/03</th>
<th>2003/04</th>
<th>2004/05</th>
<th>2005/06</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Public Transport</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gross Expenditure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Support to Bus Operators</td>
<td>1,766.2</td>
<td>1,766.2</td>
<td>1,781.2</td>
<td>1,781.2</td>
<td>1,781.2</td>
<td>1,781.2</td>
</tr>
<tr>
<td>Rural Bus Grant</td>
<td>1,380.0</td>
<td>1,380.0</td>
<td>1,380.0</td>
<td>1,380.0</td>
<td>1,380.0</td>
<td>1,380.0</td>
</tr>
<tr>
<td>Rural Transport Partnerships</td>
<td>120.2</td>
<td>120.2</td>
<td>120.2</td>
<td>120.2</td>
<td>120.2</td>
<td>120.2</td>
</tr>
<tr>
<td>Low Floor Buses</td>
<td>250.0</td>
<td>250.0</td>
<td>375.0</td>
<td>500.0</td>
<td>500.0</td>
<td>80.0</td>
</tr>
<tr>
<td>Maintenance of Infrastructure</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Staffing and Office Related Expenditure</td>
<td>339.3</td>
<td>339.3</td>
<td>339.3</td>
<td>339.3</td>
<td>339.3</td>
<td>339.3</td>
</tr>
<tr>
<td></td>
<td>3,695.7</td>
<td>3,780.7</td>
<td>3,790.5</td>
<td>3,925.8</td>
<td>3,700.5</td>
<td>3,700.5</td>
</tr>
<tr>
<td><strong>Income</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rural Bus Grant</td>
<td>1,380.0</td>
<td>1,380.0</td>
<td>1,380.0</td>
<td>1,380.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Rural Transport Partnerships</td>
<td>105.2</td>
<td>105.2</td>
<td>105.2</td>
<td>105.2</td>
<td>105.2</td>
<td>105.2</td>
</tr>
<tr>
<td></td>
<td>1,485.2</td>
<td>1,485.2</td>
<td>1,480.0</td>
<td>1,380.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Net Expenditure</strong></td>
<td>2,120.5</td>
<td>2,265.5</td>
<td>2,410.5</td>
<td>2,555.5</td>
<td>2,700.5</td>
<td>2,700.5</td>
</tr>
</tbody>
</table>

Traffic Management / Local Safety

Schemes

<table>
<thead>
<tr>
<th>Gross Expenditure</th>
<th>2000/01</th>
<th>2001/02</th>
<th>2002/03</th>
<th>2003/04</th>
<th>2004/05</th>
<th>2005/06</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Signals, New Signs &amp; Lines</td>
<td>484.4</td>
<td>484.4</td>
<td>484.4</td>
<td>484.4</td>
<td>484.4</td>
<td>484.4</td>
</tr>
<tr>
<td>Traffic Regulation Orders</td>
<td>30.8</td>
<td>30.8</td>
<td>30.8</td>
<td>30.8</td>
<td>30.8</td>
<td>30.8</td>
</tr>
<tr>
<td>Addnl Maintenance of New Ped Facilities</td>
<td>10.0</td>
<td>20.0</td>
<td>30.0</td>
<td>40.0</td>
<td>40.0</td>
<td>40.0</td>
</tr>
<tr>
<td>Green Transport Initiatives</td>
<td>100.0</td>
<td>100.0</td>
<td>100.0</td>
<td>100.0</td>
<td>100.0</td>
<td>100.0</td>
</tr>
<tr>
<td>Staffing and Office Related Expenditure</td>
<td>1,786.9</td>
<td>1,786.9</td>
<td>1,786.9</td>
<td>1,786.9</td>
<td>1,786.9</td>
<td>1,786.9</td>
</tr>
<tr>
<td></td>
<td>2,305.1</td>
<td>2,412.1</td>
<td>2,422.1</td>
<td>2,432.1</td>
<td>2,442.1</td>
<td>2,424.1</td>
</tr>
<tr>
<td><strong>Income</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fees &amp; Charges</td>
<td>496.8</td>
<td>496.8</td>
<td>496.8</td>
<td>496.8</td>
<td>496.8</td>
<td>496.8</td>
</tr>
<tr>
<td></td>
<td>496.8</td>
<td>496.8</td>
<td>496.8</td>
<td>496.8</td>
<td>496.8</td>
<td>496.8</td>
</tr>
<tr>
<td><strong>Net Expenditure</strong></td>
<td>1,805.3</td>
<td>1,915.3</td>
<td>1,925.3</td>
<td>1,935.3</td>
<td>1,945.3</td>
<td>1,945.3</td>
</tr>
</tbody>
</table>

Road Safety Education

Gross Expenditure

| Education Training & Publicity       | 61.2    | 61.2    | 61.2    | 61.2    | 61.2    | 61.2    |
| School Crossing Patrols *            | 211.9   | 211.9   | 211.9   | 211.9   | 211.9   | 211.9   |
| Staffing and Office Related Expenditure | 178.1  | 178.1   | 178.1   | 178.1   | 178.1   | 178.1   |
|                                       | 451.2   | 451.2   | 451.2   | 451.2   | 451.2   | 451.2   |
| **Net Expenditure**                  | 451.2   | 451.2   | 451.2   | 451.2   | 451.2   | 451.2   |

* Budget held within Education & Library Services Budget

Public Rights of Way

Gross Expenditure

| Maintenance Works & Grants           | 162.7   | 162.7   | 162.7   | 162.7   | 162.7   | 162.7   |
| Staffing and Office Related Expenditure | 330.7  | 330.7   | 330.7   | 330.7   | 330.7   | 330.7   |
|                                       | 493.4   | 493.4   | 493.4   | 493.4   | 493.4   | 493.4   |
| **Income**                           |         |         |         |         |         |         |
| Countryside Agency Grant             | 56.2    | 56.2    | 56.2    | 56.2    | 56.2    | 56.2    |
|                                       | 56.2    | 56.2    | 56.2    | 56.2    | 56.2    | 56.2    |
| **Net Expenditure**                  | 437.2   | 437.2   | 437.2   | 437.2   | 437.2   | 437.2   |
### North Yorkshire County Council Highways & Transportation Revenue Expenditure

<table>
<thead>
<tr>
<th></th>
<th>2000/01</th>
<th>2001/02</th>
<th>2002/03</th>
<th>2003/04</th>
<th>2004/05</th>
<th>2005/06</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>£'000</td>
<td>£'000</td>
<td>£'000</td>
<td>£'000</td>
<td>£'000</td>
<td>£'000</td>
</tr>
<tr>
<td><strong>Highways Maintenance</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gross Expenditure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Basic Maintenance</td>
<td>6,694.0</td>
<td>6,694.0</td>
<td>6,694.0</td>
<td>6,694.0</td>
<td>6,694.0</td>
<td>6,694.0</td>
</tr>
<tr>
<td>Additl Funding to maintain LTP expenditure</td>
<td>100.0</td>
<td>200.0</td>
<td>300.0</td>
<td>400.0</td>
<td>500.0</td>
<td></td>
</tr>
<tr>
<td>Gully Emptying</td>
<td>875.5</td>
<td>875.5</td>
<td>875.5</td>
<td>875.5</td>
<td>875.5</td>
<td></td>
</tr>
<tr>
<td>Grass Cutting</td>
<td>350.5</td>
<td>350.5</td>
<td>350.5</td>
<td>350.5</td>
<td>350.5</td>
<td>350.5</td>
</tr>
<tr>
<td>Surface Dressing</td>
<td>2,353.9</td>
<td>2,353.9</td>
<td>2,353.9</td>
<td>2,353.9</td>
<td>2,353.9</td>
<td>2,353.9</td>
</tr>
<tr>
<td>Resurfacing &amp; Reconstruction</td>
<td>3,569.0</td>
<td>3,569.0</td>
<td>3,569.0</td>
<td>3,569.0</td>
<td>3,569.0</td>
<td>3,569.0</td>
</tr>
<tr>
<td>Winter Maintenance</td>
<td>3,711.0</td>
<td>3,711.0</td>
<td>3,711.0</td>
<td>3,711.0</td>
<td>3,711.0</td>
<td>3,711.0</td>
</tr>
<tr>
<td>Road Lighting</td>
<td>1,609.4</td>
<td>1,609.4</td>
<td>1,609.4</td>
<td>1,609.4</td>
<td>1,609.4</td>
<td>1,609.4</td>
</tr>
<tr>
<td>Other Maintenance</td>
<td>225.8</td>
<td>225.8</td>
<td>225.8</td>
<td>225.8</td>
<td>225.8</td>
<td>225.8</td>
</tr>
<tr>
<td>Staffing and Office Related Expenditure</td>
<td>3,132.2</td>
<td>3,132.2</td>
<td>3,132.2</td>
<td>3,132.2</td>
<td>3,132.2</td>
<td>3,132.2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>22,521.3</td>
<td>22,621.3</td>
<td>22,721.3</td>
<td>22,821.3</td>
<td>22,921.3</td>
<td>23,021.3</td>
</tr>
<tr>
<td><strong>Income</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Structural Maintenance funded by Capital</td>
<td>2,470.0</td>
<td>2,470.0</td>
<td>2,470.0</td>
<td>2,470.0</td>
<td>2,470.0</td>
<td>2,470.0</td>
</tr>
<tr>
<td>Fees &amp; Charges</td>
<td>40.2</td>
<td>40.2</td>
<td>40.2</td>
<td>40.2</td>
<td>40.2</td>
<td>40.2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2,510.2</td>
<td>2,510.2</td>
<td>2,510.2</td>
<td>2,510.2</td>
<td>2,510.2</td>
<td>2,510.2</td>
</tr>
<tr>
<td><strong>Net Expenditure</strong></td>
<td>20,011.1</td>
<td>20,111.1</td>
<td>20,211.1</td>
<td>20,311.1</td>
<td>20,411.1</td>
<td>20,511.1</td>
</tr>
</tbody>
</table>

### Network Management

<table>
<thead>
<tr>
<th></th>
<th>2000/01</th>
<th>2001/02</th>
<th>2002/03</th>
<th>2003/04</th>
<th>2004/05</th>
<th>2005/06</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Expenditure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Staffing and Office Related Expenditure</td>
<td>772.0</td>
<td>772.0</td>
<td>772.0</td>
<td>772.0</td>
<td>772.0</td>
<td>772.0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>772.0</td>
<td>772.0</td>
<td>772.0</td>
<td>772.0</td>
<td>772.0</td>
<td>772.0</td>
</tr>
<tr>
<td><strong>Income</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fees &amp; Charges</td>
<td>154.6</td>
<td>154.6</td>
<td>154.6</td>
<td>154.6</td>
<td>154.6</td>
<td>154.6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>154.6</td>
<td>154.6</td>
<td>154.6</td>
<td>154.6</td>
<td>154.6</td>
<td>154.6</td>
</tr>
<tr>
<td><strong>Net Expenditure</strong></td>
<td>617.4</td>
<td>617.4</td>
<td>617.4</td>
<td>617.4</td>
<td>617.4</td>
<td>617.4</td>
</tr>
</tbody>
</table>

### Management of the Bridges Network

<table>
<thead>
<tr>
<th></th>
<th>2000/01</th>
<th>2001/02</th>
<th>2002/03</th>
<th>2003/04</th>
<th>2004/05</th>
<th>2005/06</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Expenditure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>227.8</td>
<td>227.8</td>
<td>227.8</td>
<td>227.8</td>
<td>227.8</td>
<td>227.8</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>227.8</td>
<td>227.8</td>
<td>227.8</td>
<td>227.8</td>
<td>227.8</td>
<td>227.8</td>
</tr>
<tr>
<td><strong>Net Expenditure</strong></td>
<td>617.4</td>
<td>617.4</td>
<td>617.4</td>
<td>617.4</td>
<td>617.4</td>
<td>617.4</td>
</tr>
</tbody>
</table>

### Highway Properties

<table>
<thead>
<tr>
<th></th>
<th>2000/01</th>
<th>2001/02</th>
<th>2002/03</th>
<th>2003/04</th>
<th>2004/05</th>
<th>2005/06</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Expenditure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>12.8</td>
<td>12.8</td>
<td>12.8</td>
<td>12.8</td>
<td>12.8</td>
<td>12.8</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>12.8</td>
<td>12.8</td>
<td>12.8</td>
<td>12.8</td>
<td>12.8</td>
<td>12.8</td>
</tr>
<tr>
<td><strong>Income</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rental Income</td>
<td>70.6</td>
<td>70.6</td>
<td>70.6</td>
<td>70.6</td>
<td>70.6</td>
<td>70.6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>70.6</td>
<td>70.6</td>
<td>70.6</td>
<td>70.6</td>
<td>70.6</td>
<td>70.6</td>
</tr>
<tr>
<td><strong>Net Expenditure</strong></td>
<td>-57.8</td>
<td>-57.8</td>
<td>-57.8</td>
<td>-57.8</td>
<td>-57.8</td>
<td>-57.8</td>
</tr>
<tr>
<td>Central Support &amp; Admin Costs (Apportioned)</td>
<td>1,882.0</td>
<td>1,882.0</td>
<td>1,882.0</td>
<td>1,882.0</td>
<td>1,882.0</td>
<td>1,882.0</td>
</tr>
<tr>
<td><strong>Total Highways &amp; Transportation</strong></td>
<td>27,669.2</td>
<td>28,024.2</td>
<td>28,279.2</td>
<td>28,534.2</td>
<td>28,789.2</td>
<td>28,882.2</td>
</tr>
</tbody>
</table>

**Note:** All prices based on 2000/01 outturn.
SUMMARY OF CONSULTATION RESPONSE

Parish Council Consultation

The County Council consulted Town and Parish Councils on attitudes to transport in their area. A questionnaire was sent to all the Councils in North Yorkshire. The questionnaire aimed to identify:

- the key issues affecting transport in North Yorkshire;
- the main local transport problems; and
- the most important local travel and transport improvements needed over the next five years.

44% of local Councils returned the questionnaire. 88% of respondents agreed with the objectives of the Local Transport Plan.

The following table shows the main transport problems identified:

![Bar chart showing the main transport problems identified by local Councils in North Yorkshire.]

In terms of priorities for improvements to travel and transport in North Yorkshire, the local Councils’ views of the “very important” and “important” improvements are set out below. Maintaining the existing road system (86%) and improvements to public transport (83%) received the greatest support.
Town and Parish Councils were also consulted on the Provisional Local Transport Plan itself. The chart below shows the responses to the Provisional Local Transport Plan’s approach at a local level. Over three quarters of respondents agreed or strongly agreed with the approach being taken in their Policy Sub Area.

85% of respondents agreed with the targets set out in the Provisional Local Transport Plan.
Stakeholder Consultation

The County Council has consulted 111 key regional and local stakeholders and has sought views on the transport issues needing to be addressed in North Yorkshire and the transport objectives which ought to underpin the LTP.

The questionnaire had a response rate of 32%. 72% of respondents agreed with the objectives of the Local Transport Plan.

In terms of transport problems, respondents felt that inadequate public transport (69%) and access to workplaces (67%) were the principal issues.

In terms of priorities for improvements to travel and transport in North Yorkshire, the stakeholders’ views of “very important” and “important” improvements are set out below. Improvements to public transport (78%) and the provision for cycling (67%) received the greatest support.
The County Council also consulted the key stakeholders on the Provisional Local Transport Plan. Of the stakeholders who responded 94% agreed or strongly agreed with the transport objectives set out in the Plan.

The extent to which stakeholders agreed with the strategies for the four key topics set out in the Provisional Local Transport Plan is shown in the chart below. All respondents agreed or strongly agreed with the strategies for improving safety and planning and managing the transport network.
The following chart indicates the high level of satisfaction with the consultation process.

![Chart showing satisfaction with consultation arrangements]

Source: NYCC

**Residents Survey**

The survey was carried out by consultants using a representative profile of North Yorkshire households. Interviews were carried out across the County by direct interview in 523 homes. The survey aimed to:

- understand travel patterns, including car dependency;
- identify perceived travel problems; and
- gauge support for measures proposed in the LTP.

The survey established residents’ frequency of travel for different types of trip:

![Graph showing travel frequency]

Source: Residents Survey - April 1999
The car is the most common mode of travel in the County being the usual choice of two out of three residents. The majority of those who accompany their children to school do so by car. The car is used more extensively by those living in rural areas.

Four out of five residents who usually travel by car choose to do so because it is more convenient or easier. Amongst those who usually travel by bus, two thirds said that they did so simply because it was the only means of transport available to them.

The majority of all trips made by car were considered to be essential, particularly where commuting to work was concerned. However, around 25% of non-grocery shopping trips made by car were not considered essential as were around one in five combined shopping trips and trips taking children to and from school.

Almost one third of those who commute to work by car said that they could use another form of transport. Similar proportions said that there was an alternative feasible mode which they could use to go shopping, to visit family and friends, for leisure trips or to take children to school. For most types of journey the key alternative is the bus.

The key reasons for car dependency are shown below:
Factors which would encourage use of alternatives to the car are shown below:

![Graph showing factors encouraging alternative transport]

Transport problems thought by respondents to exist in their area are shown below:

![Graph showing transport problems in the area]

Source: Residents Survey - April 1999
Almost half of all respondents (46%) were “very much in favour” of the overall proposed approach for the LTP, focusing on alternatives to the car. A further 29% were “slightly in favour”. Thus, about 75% overall agreed with the approach to some extent.

Residents were asked to consider how important they felt the following individual aspects of the proposed Plan were:

- better transport facilities for the disabled;
- improvements to public transport;
- improvements for pedestrians;
- road safety improvements;
- maintaining existing roads;
- improving the existing road network;
- managing traffic;
- improvements in cycling provision; and
- putting more freight onto the railway.

All of these individual aspects of the LTP were considered either essential or quite important by the majority of residents. The three elements considered most important were improvements to public transport, better transport facilities for the disabled, and road safety improvements.
Focus Groups
Consultants organised five focus groups at 4 different locations across the County in May 1999 which were attended by 58 stakeholders.

Responses common to all Groups
The following emerged unprompted as the main transport problems in North Yorkshire:

- poor rural bus services serving key population centres. All participants (including those sympathetic to car use) generally agreed that this was the main problem and the one to be addressed as a priority. All the views expressed have been fully taken into account in the development of the Strategies and Policy Sub Areas and the various proposals that feature in the Plan. All believed that services had got worse over time and that poor rural services meant that young people were either forced to move out of the area to find work or would have to buy a car at an early age to get to work when they should be using the bus.

- rail services were generally unreliable. A lack of integration between public transport services and between public transport and the car was highlighted. Links between rail and bus were regarded as particularly poor. It was generally agreed that the lack of rural bus services and poor integration between rail and bus meant that tourists and others were forced to use their cars. It was commonly mentioned that tourists would spend more in the region if they used public transport and that improving public transport would therefore have economic advantages.

- lack of consideration of transport issues such as access by public transport in the design and planning of developments such as supermarkets, hospitals, etc.

Most participants agreed when prompted that the following were also problems in some areas of North Yorkshire:

- traffic delays/congestion, particularly in town centres at peak times and on some rural roads at peak tourist times. Problems were caused by a lack of alternatives to the car and land use planning which has not considered transport.

- HGVs contributing to congestion in town centres and safety problems on rural roads.

- safety for pedestrians, cyclists and children.

- the “school run” causing local congestion. It was commonly mentioned by school representatives and those responding as parents that there is no alternative to the school run because school bus services are poor and roads are unsafe for walking/cycling.

All felt that the Council’s objectives were appropriate. Some suggested minor changes/additions to the objectives and other wanted to see more specific objectives/solutions put forward. However, all agreed that the objectives formed a “good starting point” and in the process of discussing these a number of approaches to the transport problems began to emerge. The responses in relation to each objective can be summarised as follows:

Integrating the planning of transport infrastructure
Most participants were pleased this was at the top of the list as a lack of integration was seen as a main problem.

Frequently mentioned in relation to integration issues was the need for joint working/partnerships and better communication between local authority departments and other agencies involved in land use and transport. Some participants noted that there was a consensus between the different interest groups that it was necessary to capitalise on this and provide more opportunities for joint working and communication in the future.

Making better use of existing transport infrastructure
All participants agreed that more could be done to encourage greater use of the existing
infrastructure and in particular the bus and rail services. They felt that bus service information was very poor and that both locals and tourists had a low awareness of the services available. All participants felt operators needed to provide better information and publicity about their services. However, they were also keen to point out that it was not enough to simply publicise services. They felt that priorities should be to increase the range of routes served, the frequency of services and to reduce costs. It was also commonly suggested that buses needed to be modernised to encourage use by young people in particular, and that more modern well equipped buses were needed to facilitate access by the elderly and people with disabilities.

Reducing dependence on the car especially in towns

All participants agreed that this was a desirable objective but that it was impossible to achieve in rural areas at present. The main approaches suggested were to improve public transport in rural areas, set up park and ride serving towns and introduce more bus priority lanes. Encouraging the use of cycling and motorcycling was also generally supported, with agreement that these alternative modes can contribute towards reducing use of the car.

Switching the emphasis from roads to other modes of transport

Although all participants agreed that this objective was appropriate, most felt that “roads” should be substituted with “cars” in the wording and also that the objective was essentially the solution to the previous objective - to reduce dependence on the car. The main approaches were again improved public transport information, improved bus services, bus priority lanes and acknowledgement of cycling/motorcycling as alternatives.

Addressing poor air quality

Environmental issues were rarely mentioned unprompted and air quality did not emerge as a key issue. However, most participants agreed that air quality was becoming an increasing problem with continued traffic growth. The approaches to each of the foregoing objectives would help to address this issue albeit indirectly. This prompted discussion about the age of many buses and their exhaust emissions.

Reducing the impact of road freight

Use of rail and waterways as alternatives to using the road were seen as key solutions. Suggestions for reducing the impact of road-based freight distribution included the establishment of freight distribution centres in close proximity to towns, bans on HGVs on certain narrow rural roads and timing changes for deliveries in town centres.

Conclusion

The County Council attaches a high priority to achieving and understanding the transport needs and aspirations of residents. It has sought to promote effective public involvement in local transport policy and is engaging the wider community in an ongoing participative process. This will enable the attitudes and needs of residents (as well as other interested groups) across the County to be brought together to inform Plan preparation.

All the views expressed have been fully taken into account in the development of the Strategies and Policy Sub Areas and the various proposals that feature in the Plan.
## SIMPLIFIED APPRAISAL SUMMARY TABLE FOR THE LTP STRATEGY

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>MAJOR IMPACTS OF LOCAL TRANSPORT PLAN</th>
<th>ASSESSMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ENVIRONMENT</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Noise</td>
<td>Improvements expected in local areas, particularly in urban centres.</td>
<td>✓</td>
</tr>
<tr>
<td>• Local Air Quality</td>
<td>Improvements expected through increased use of more sustainable alternatives to the private car.</td>
<td>✓</td>
</tr>
<tr>
<td>• Greenhouse Gas Emissions</td>
<td>Improvements expected through increased use of more sustainable alternatives to the private car.</td>
<td>✓</td>
</tr>
<tr>
<td>• Landscape</td>
<td>No expected major impacts.</td>
<td></td>
</tr>
<tr>
<td>• Biodiversity</td>
<td>No expected major impacts.</td>
<td></td>
</tr>
<tr>
<td>• Built Environment</td>
<td>Improvements in built environment in urban centres.</td>
<td>✓</td>
</tr>
<tr>
<td>• Water</td>
<td>No expected impacts.</td>
<td></td>
</tr>
<tr>
<td>• Other Health Impacts</td>
<td>General health benefits from increased cycling and walking.</td>
<td>✓</td>
</tr>
<tr>
<td>• Journey Quality</td>
<td>Improved public transport infrastructure.</td>
<td>✓</td>
</tr>
<tr>
<td><strong>SAFETY</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Accidents</td>
<td>Accident frequency and severity targets achieved through local safety improvements, enforcement, training and publicity and modal shift.</td>
<td>✓</td>
</tr>
<tr>
<td>• Security</td>
<td>Improved public transport infrastructure and partnerships with Police on community safety initiatives.</td>
<td>✓</td>
</tr>
<tr>
<td><strong>ECONOMY</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Journey times and VOC</td>
<td>Private car journey times increase in urban areas and increase in VOC, Reduction in public transport journey times in main urban areas, Improved facilities/priorities for cycling and walking.</td>
<td>X</td>
</tr>
<tr>
<td>• Reliability</td>
<td>Quality partnership on public transport.</td>
<td>✓</td>
</tr>
<tr>
<td>• Regeneration</td>
<td>Improved transport accessibility to sites of significant development proposals in Scarborough, Harrogate and other locations.</td>
<td>✓</td>
</tr>
<tr>
<td>• Financial Flows</td>
<td>Improved public transport - increased revenue, Car parking charges - increased revenue, Road safety improvements - reduced community costs, General health improvements - reduced community costs</td>
<td></td>
</tr>
<tr>
<td><strong>ACCESSIBILITY</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Option Values</td>
<td>Beneficial effect in areas with improved public/community transport provision</td>
<td>✓</td>
</tr>
<tr>
<td>• Severance/Community Impact</td>
<td>Improved public transport access to rural communities, A65 village bypasses, traffic calming in villages</td>
<td>✓</td>
</tr>
<tr>
<td>• Social Inclusion</td>
<td>Community transport partnerships, Improved public transport provision</td>
<td></td>
</tr>
</tbody>
</table>
### Appendix 4

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>MAJOR IMPACTS OF LOCAL TRANSPORT PLAN</th>
<th>ASSESSMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>INTEGRATION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Interchange with different transport modes</td>
<td>Interchange between modes facilitated eg Crosshills Station, park and ride sites, improved bus/rail connections in National Parks.</td>
<td>✓</td>
</tr>
<tr>
<td>• Integration with land-use planning policy</td>
<td>Plan strategy works alongside local development plans and in accordance with PPGs</td>
<td>✓</td>
</tr>
<tr>
<td>• Integration with other Government Policies</td>
<td>Plan strategy in line with Government policy on integrated transport; Health Improvement Programme; policing strategy including traffic enforcement; community safety; Integrating transport services with Health Authority, Social Services and Voluntary Sector services.</td>
<td>✓</td>
</tr>
</tbody>
</table>

Key:  
- ✓ = beneficial impact  
- ✓ = neutral impact  
- x = adverse impact
### Appendix 5: List of Structural Maintenance Schemes

<table>
<thead>
<tr>
<th>Road No</th>
<th>Scheme</th>
<th>Description</th>
<th>Cost £K 2001/02</th>
<th>Cost £K 2002/03</th>
<th>Cost £K 2003/04</th>
<th>Cost £K 2004/05</th>
<th>Cost £K 2005/06</th>
</tr>
</thead>
<tbody>
<tr>
<td>A19</td>
<td>Doncaster Road, Burn</td>
<td>Patch and Resurface</td>
<td>203.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A59</td>
<td>Skipton Road, Harrogate</td>
<td>Plane and Resurface</td>
<td>21.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A59</td>
<td>York Road, Knaresborough</td>
<td>Reconstruction</td>
<td>125.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A61</td>
<td>Killinghall - B66161 to Daleside Nurseries</td>
<td>Overlay</td>
<td>199.9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A61</td>
<td>Skipton Bridge to Skipton Farm</td>
<td>Overlay</td>
<td>187.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A167</td>
<td>Darlington Rd, B62719 R/bout to Standard Way</td>
<td>Deep Inlay</td>
<td>93.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A169</td>
<td>Howe Bridge to Low Marshees Junct</td>
<td>Overlay</td>
<td>93.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A170</td>
<td>Nelson Gates</td>
<td>Drain, Kerb, Haunch and Overlay</td>
<td>198.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A171</td>
<td>Scalby Road, Scarborough</td>
<td>Resurface</td>
<td>30.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A645</td>
<td>Weetland Road, Kellingley</td>
<td>Kerb and Reconstruct</td>
<td>131.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A661</td>
<td>Wetherby Road, Harrogate</td>
<td>Reconstruct</td>
<td>131.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A684</td>
<td>Bedale Market Place (North End)</td>
<td>Patch and Resurface</td>
<td>24.9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A684</td>
<td>Little Orchsehall</td>
<td>Reconstruct</td>
<td>43.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A6056</td>
<td>West of Cowling</td>
<td>Drainage</td>
<td>188.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A6108</td>
<td>Halfpenny House to Walburn Hall</td>
<td>Reconstruct</td>
<td>58.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A19</td>
<td>Foxhill Lane to Swan Pub, Brayton</td>
<td>Resurface in HRA</td>
<td>38.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A59</td>
<td>Greystone Plain Lane to Whitewell Lane</td>
<td>Haunch and Resurface, New Turn Lane</td>
<td>406.9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A59</td>
<td>East of Skip Bridge Farm</td>
<td>Resurface</td>
<td>63.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A59</td>
<td>Goldborough to A1</td>
<td>Resurface</td>
<td>52.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A59</td>
<td>Pocage to Kegyll</td>
<td>Patch and Drainage</td>
<td>39.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A59</td>
<td>York Road, Knaresborough</td>
<td>Reconstruction</td>
<td>131.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A61</td>
<td>Butterley Bank to Dukeswick Junction</td>
<td>Overlay</td>
<td>250.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A61</td>
<td>Adjacent to Thirsk Railway Station</td>
<td>Patch and Inlay</td>
<td>99.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A167</td>
<td>Great Snaith Village</td>
<td>Deep Inlay</td>
<td>93.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A169</td>
<td>Coach Road, Sleights</td>
<td>Resurface</td>
<td>41.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A170</td>
<td>Kenny Kow</td>
<td>Overlay</td>
<td>41.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A171</td>
<td>Salters Bank, Whitby</td>
<td>Resurface</td>
<td>237.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A645</td>
<td>Common Lane to Sudforth Lane, Kellingley</td>
<td>Resurface</td>
<td>26.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A645</td>
<td>Common Lane, Beal to Toulon Bend</td>
<td>Resurface</td>
<td>38.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A658</td>
<td>3 Roundabouts, Harrogate</td>
<td>Antiskid</td>
<td>48.6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A661</td>
<td>Wetherby Road, Harrogate</td>
<td>Reconstruct</td>
<td>137.6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A684</td>
<td>Main Street, Hawes</td>
<td>Reconstruct Granite Sett Paving</td>
<td>31.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A684</td>
<td>Penn Lane, Hawes</td>
<td>Reconstruct</td>
<td>26.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A19</td>
<td>Mayfield Rd to south of canal bridge Brayton</td>
<td>Resurface in HRA</td>
<td>88.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A59</td>
<td>York Road, Kirk Hammerton</td>
<td>Resurface</td>
<td>191.6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A59</td>
<td>Skip Bridge to Skip Bridge Farm</td>
<td>Resurface</td>
<td>74.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A59</td>
<td>Skipton Road, New Park R/bout to Knox Ave.</td>
<td>Plane and Resurface</td>
<td>42.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A59</td>
<td>York Road, Knaresborough</td>
<td>Reconstruction</td>
<td>137.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A61</td>
<td>North of Killinghall to River Nidd Bridge</td>
<td>Overlay</td>
<td>187.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A165</td>
<td>Columbus Rowne, Scarborough</td>
<td>Resurface</td>
<td>66.9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A167</td>
<td>South Parade, Northallerton</td>
<td>Plane, Deep Patch, and Resurface</td>
<td>73.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A169</td>
<td>Salita Moor</td>
<td>Drain, Haunch and Overlay</td>
<td>229.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A170</td>
<td>South of Helmsley</td>
<td>Drain, Haunch and Overlay</td>
<td>191.6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A171</td>
<td>Mayfield Road, Whitby</td>
<td>Resurface</td>
<td>87.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A658</td>
<td>Hubby Weeton Junction to Riffa</td>
<td>Patch, Kerb and Resurface</td>
<td>68.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A661</td>
<td>Whetby Road, Harrogate</td>
<td>Reconstruct</td>
<td>144.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A684</td>
<td>Pinrige Street, Northallerton</td>
<td>Overlay</td>
<td>56.9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A684</td>
<td>Lees Lane, Northallerton</td>
<td>Plane, Patch and Resurface</td>
<td>91.9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A684</td>
<td>Leeming Bar to A1(?)</td>
<td>Reconstruct</td>
<td>77.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A6131</td>
<td>High Street R/bout, Skipton</td>
<td>Patch and Resurface</td>
<td>36.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road No.</td>
<td>Scheme</td>
<td>Description</td>
<td>Cost EK 2001/02</td>
<td>Cost EK 2002/03</td>
<td>Cost EK 2003/04</td>
<td>Cost EK 2004/05</td>
<td>Cost EK 2005/06</td>
</tr>
<tr>
<td>---------</td>
<td>-------------------------------------------</td>
<td>--------------------------</td>
<td>-----------------</td>
<td>-----------------</td>
<td>-----------------</td>
<td>-----------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>A59</td>
<td>Skip Bridge Farm Bends</td>
<td>Reconstruct</td>
<td>173.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A59</td>
<td>Kaugill Farm to Raven's Peak</td>
<td>Overlay</td>
<td>300.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A59</td>
<td>Kapperton to Whixley</td>
<td>Resurface</td>
<td>95.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A59</td>
<td>York Road, Knaresborough</td>
<td>Reconstruction</td>
<td>144.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A61</td>
<td>Long Street, Thirsk</td>
<td>Patch and Resurface</td>
<td>75.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A167</td>
<td>Lees Lane to County Hall</td>
<td>Resurface</td>
<td>144.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A168</td>
<td>Thirsk - B1446 to A19 R/bout</td>
<td>Deep Patch and Resurface</td>
<td>112.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A170</td>
<td>High Street, Snaith</td>
<td>Resurface</td>
<td>19.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A171</td>
<td>Whitewares to A19 Flyover</td>
<td>Plane and Resurface</td>
<td>80.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A171</td>
<td>High Street, Cloughton</td>
<td>Resurface</td>
<td>35.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A461</td>
<td>Wetherby Road, Harrogate</td>
<td>Reconstruct</td>
<td>151.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A868</td>
<td>Askew</td>
<td>Patch and Resurface</td>
<td>43.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A884</td>
<td>Haromey</td>
<td>Overlay</td>
<td>68.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A884</td>
<td>Blow Houses to Cross Lanes</td>
<td>Deep Patch and Overlay</td>
<td>244.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A6095</td>
<td>Ferensby to Whitchcross</td>
<td>Kerb and Resurface</td>
<td>116.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A6108</td>
<td>Richmond to Skeebay</td>
<td>Reconstruct</td>
<td>59.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A59</td>
<td>Bothams to Blubberhouses</td>
<td>Overlay</td>
<td>262.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A59</td>
<td>York Road, Knaresborough</td>
<td>Reconstruction</td>
<td>151.9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A61</td>
<td>Station Parade, Harrogate</td>
<td>Patching</td>
<td>17.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A61</td>
<td>B62366 to Skipton Bridge</td>
<td>Overlay &amp; Inlay, Resurface Footway</td>
<td>57.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A167</td>
<td>North End, High Street, Northallerton</td>
<td>Deep Patch and Overlay</td>
<td>103.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A169</td>
<td>Eden Camp to Howe Farm</td>
<td>Overlay</td>
<td>187.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A170</td>
<td>Pickering Road, West Ayton</td>
<td>Haunch and Resurface</td>
<td>77.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A171</td>
<td>Scalby Road, Scarborough</td>
<td>Resurface</td>
<td>81.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A173</td>
<td>Great Ayton, bridge to B1292</td>
<td>Deep Inlay</td>
<td>212.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A461</td>
<td>Wetherby Road, Harrogate</td>
<td>Reconstruct</td>
<td>159.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A684</td>
<td>Steep House</td>
<td>Haunching</td>
<td>30.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A684</td>
<td>Spennithorne Railway Bridge</td>
<td>Overlay</td>
<td>75.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A684</td>
<td>Morton on Swale Bridge to Station Lane</td>
<td>Deep Patch and Overlay</td>
<td>196.9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A684</td>
<td>East of Ainderby Steeple</td>
<td>Overlay</td>
<td>81.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### BRIDGE WORKS PROGRAMME COSTS - 2000-2006

<table>
<thead>
<tr>
<th>FINANCIAL YEAR</th>
<th>TOTAL COST (£k)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000/01 (Budget)</td>
<td>£3,320</td>
</tr>
<tr>
<td>2001/02 (Bid)</td>
<td>£5,502</td>
</tr>
<tr>
<td>2002/03 (Bid)</td>
<td>£3,941</td>
</tr>
<tr>
<td>2003/04 (Bid)</td>
<td>£4,998</td>
</tr>
<tr>
<td>2004/05 (Bid)</td>
<td>£4,849</td>
</tr>
<tr>
<td>2005/06 (Bid)</td>
<td>£3,720</td>
</tr>
<tr>
<td><strong>TOTAL COSTS</strong></td>
<td><strong>£26,330</strong></td>
</tr>
</tbody>
</table>

**b) Description of Works**

- Residual Assessment & reassessment of bridges: £600
- County Council bridge strengthenings: £7,040
- Railtrack bridge strengthenings: £9,000 (See note 1)
- Rail Property bridge strengthenings: £500
- To retrieve steady state maintenance - bridges: £1,800
- To retrieve steady state maintenance - retaining walls: £3,500
- Reconstruction of footbridges: £150
- Traffic restrictions: £400
- Monitoring substandard bridges: £310

**Total: £23,300**

- Maintenance of structures after steady state has been achieved: £1,900
- Swing bridge maintenance, Selby, Cawood and Whitby: £530
- Painting of steel bridges: £600

**Total cost of the six year programme of bridgeworks: £26,330**

**Note**

1. Railtrack bridge strengthenings are considerably more costly than comparable County structures and procedural delays within Railtrack prevent the programme containing more detail.

2. Works listed by Bridge Number not order of priority.
<table>
<thead>
<tr>
<th>BRIDGE NO</th>
<th>NAME</th>
<th>ROAD No</th>
<th>EASTING</th>
<th>NORTHING</th>
<th>ASSESSED WEIGHT (T)</th>
<th>COST (£K)</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>104</td>
<td>Marsell</td>
<td>A682</td>
<td>38580</td>
<td>45430</td>
<td>40</td>
<td>20</td>
<td>Repairs to structure and scour to maintain 40t capacity.</td>
</tr>
<tr>
<td>107</td>
<td>Morton on Swale</td>
<td>A684</td>
<td>43190</td>
<td>49180</td>
<td>40</td>
<td>100</td>
<td>Masonry parapets of the four spanned structure need urgent repair.</td>
</tr>
<tr>
<td>129</td>
<td>Moorcock</td>
<td>B6259</td>
<td>37970</td>
<td>49270</td>
<td>17</td>
<td>15</td>
<td>Repair abutments and point masonry arch to restore to 40t capacity.</td>
</tr>
<tr>
<td>228</td>
<td>Eddy's</td>
<td>B6270</td>
<td>40970</td>
<td>49770</td>
<td>17</td>
<td>20</td>
<td>Strengthen masonry arch structure.</td>
</tr>
<tr>
<td>256</td>
<td>Heveled</td>
<td>B6265</td>
<td>43320</td>
<td>47020</td>
<td>10</td>
<td>100</td>
<td>Strengthen masonry arch structure.</td>
</tr>
<tr>
<td>261</td>
<td>Love Lane</td>
<td>A174</td>
<td>48860</td>
<td>51150</td>
<td>40</td>
<td>35</td>
<td>Repairs, waterproofing and pointing of structure.</td>
</tr>
<tr>
<td>289</td>
<td>Spofforth</td>
<td>A661</td>
<td>43660</td>
<td>49310</td>
<td>24</td>
<td>80</td>
<td>Strengthen masonry arch structure.</td>
</tr>
<tr>
<td>295</td>
<td>Millhill</td>
<td>C34</td>
<td>39454</td>
<td>49085</td>
<td>17</td>
<td>43</td>
<td>Strengthen masonry arch and replace concrete deck extension.</td>
</tr>
<tr>
<td>347</td>
<td>Lusha Gap</td>
<td>B6270</td>
<td>39030</td>
<td>49790</td>
<td>17</td>
<td>14</td>
<td>Strengthen masonry arch structure.</td>
</tr>
<tr>
<td>414</td>
<td>Worthing</td>
<td>C305</td>
<td>39950</td>
<td>49020</td>
<td>16.5</td>
<td>71</td>
<td>Needs strengthening to maintain current weight limit.</td>
</tr>
<tr>
<td>510</td>
<td>Howley Chapel</td>
<td>Unc1</td>
<td>45430</td>
<td>48920</td>
<td>3</td>
<td>30</td>
<td>Replace extensions to arch structure.</td>
</tr>
<tr>
<td>544</td>
<td>Castle Bolton</td>
<td>Unc1</td>
<td>40430</td>
<td>49200</td>
<td>7.5</td>
<td>70</td>
<td>Reconstruction required.</td>
</tr>
<tr>
<td>549</td>
<td>West Scruton</td>
<td>C35</td>
<td>40740</td>
<td>48360</td>
<td>17</td>
<td>59</td>
<td>Replace filler joint extension to arch structure.</td>
</tr>
<tr>
<td>556</td>
<td>Riggs Road (Ryton)</td>
<td>Unc1</td>
<td>47960</td>
<td>47540</td>
<td>17</td>
<td>90</td>
<td>Strengthen structure on locally important route.</td>
</tr>
<tr>
<td>581</td>
<td>Railway Street</td>
<td>Unc1</td>
<td>47870</td>
<td>47250</td>
<td>7.5</td>
<td>200</td>
<td>Strengthening works in progress from 99/00.</td>
</tr>
<tr>
<td>586</td>
<td>Raisdale Mill</td>
<td>Unc1</td>
<td>45400</td>
<td>50050</td>
<td>15</td>
<td>13</td>
<td>Important route for timber extraction.</td>
</tr>
<tr>
<td>641</td>
<td>Ings Lane</td>
<td>Unc1</td>
<td>47910</td>
<td>48200</td>
<td>0</td>
<td>36</td>
<td>Replace filler joint deck.</td>
</tr>
<tr>
<td>652</td>
<td>Alcock</td>
<td>C30</td>
<td>40080</td>
<td>50530</td>
<td>35</td>
<td>17</td>
<td>Repair scarf, rebuild retaining wall and spoil embankments.</td>
</tr>
<tr>
<td>667</td>
<td>Old Mill Hill</td>
<td>C1</td>
<td>47628</td>
<td>50767</td>
<td>7.5</td>
<td>30</td>
<td>Structures propped, very poor condition needs re-decking.</td>
</tr>
<tr>
<td>669</td>
<td>Mill Race Culvert</td>
<td>C1</td>
<td>47628</td>
<td>50754</td>
<td>7.5</td>
<td>30</td>
<td>Structures propped, very poor condition needs re-decking.</td>
</tr>
<tr>
<td>672</td>
<td>Bolton-on-Swale</td>
<td>Unc1</td>
<td>42530</td>
<td>49920</td>
<td>3</td>
<td>18</td>
<td>Strengthen masonry arch structure.</td>
</tr>
<tr>
<td>708</td>
<td>Spital Railway</td>
<td>B1261</td>
<td>50190</td>
<td>48190</td>
<td>40</td>
<td>100</td>
<td>Concrete repairs to Bridge over Railway.</td>
</tr>
<tr>
<td>725</td>
<td>White House</td>
<td>Unc1</td>
<td>50033</td>
<td>49775</td>
<td>3</td>
<td>42</td>
<td>Repair spandrel and wing wall, repair scarf on abutment.</td>
</tr>
<tr>
<td>802</td>
<td>Puchall</td>
<td>Unc1</td>
<td>43470</td>
<td>48380</td>
<td>17</td>
<td>20</td>
<td>Strengthen or replace.</td>
</tr>
<tr>
<td>822</td>
<td>Graycotes</td>
<td>C87</td>
<td>43180</td>
<td>47760</td>
<td>25</td>
<td>10</td>
<td>Very poor masonry arch structure, also needs scour repair.</td>
</tr>
<tr>
<td>827</td>
<td>Barnet House Railway</td>
<td>C82</td>
<td>48378</td>
<td>50118</td>
<td>10</td>
<td>15</td>
<td>Strengthen masonry arch structure.</td>
</tr>
<tr>
<td>828</td>
<td>Hill House Railway</td>
<td>C83</td>
<td>48216</td>
<td>50236</td>
<td>33</td>
<td>15</td>
<td>Strengthen masonry arch structure.</td>
</tr>
<tr>
<td>833</td>
<td>Gurney</td>
<td>C56</td>
<td>47670</td>
<td>50950</td>
<td>7.5</td>
<td>10</td>
<td>Repair arch to strengthen to 40t.</td>
</tr>
<tr>
<td>985</td>
<td>Woodland Raine</td>
<td>C237</td>
<td>50300</td>
<td>48870</td>
<td>7.5</td>
<td>400</td>
<td>Replacement of existing structure.</td>
</tr>
<tr>
<td>1002</td>
<td>Shang Culvert</td>
<td>C10</td>
<td>40110</td>
<td>50610</td>
<td>10</td>
<td>25</td>
<td>Emergency repair to collapsed retaining wall and culvert.</td>
</tr>
<tr>
<td>1044</td>
<td>Kelswick</td>
<td>Unc1</td>
<td>40110</td>
<td>44570</td>
<td>10</td>
<td>125</td>
<td>Repair to arch separating. Temporary bridge in place.</td>
</tr>
<tr>
<td>1051</td>
<td>Brown House</td>
<td>Unc1</td>
<td>39175</td>
<td>44862</td>
<td>10</td>
<td>21</td>
<td>Strengthen masonry arch and extension.</td>
</tr>
<tr>
<td>1074</td>
<td>Ryton Cut Col.</td>
<td>Unc1</td>
<td>47960</td>
<td>47530</td>
<td>3</td>
<td>20</td>
<td>Strengthen masonry arch and extension.</td>
</tr>
<tr>
<td>1099</td>
<td>Teasle Beck Ret Wall</td>
<td>B6270</td>
<td>38911</td>
<td>49822</td>
<td>17</td>
<td>20</td>
<td>Repair retaining wall.</td>
</tr>
<tr>
<td>1219</td>
<td>Gray</td>
<td>B6479</td>
<td>38080</td>
<td>47270</td>
<td>25</td>
<td>18</td>
<td>Strengthen masonry arch structure.</td>
</tr>
<tr>
<td>1230</td>
<td>Bishopdon</td>
<td>B6265</td>
<td>43010</td>
<td>47300</td>
<td>25</td>
<td>20</td>
<td>Strengthen masonry arch structure.</td>
</tr>
<tr>
<td>1266</td>
<td>Mantledon</td>
<td>C181</td>
<td>47930</td>
<td>46700</td>
<td>25</td>
<td>30</td>
<td>Strengthen masonry arch structure.</td>
</tr>
<tr>
<td>1285</td>
<td>Beggars Wife Culvert</td>
<td>C391</td>
<td>38100</td>
<td>46330</td>
<td>7.5</td>
<td>20</td>
<td>Strengthen clapper structure.</td>
</tr>
<tr>
<td>1286</td>
<td>Gustworths (Penny)</td>
<td>C391</td>
<td>38140</td>
<td>46330</td>
<td>7.5</td>
<td>350</td>
<td>Strengthen steel girder structure.</td>
</tr>
<tr>
<td>1467</td>
<td>Hunsworth East Ret/Wall</td>
<td>B6480</td>
<td>38040</td>
<td>46530</td>
<td>7.5</td>
<td>50</td>
<td>Rebuilding sections of wall supporting highway.</td>
</tr>
<tr>
<td>1468</td>
<td>Hunsworth East Ret/Wall</td>
<td>B6480</td>
<td>38040</td>
<td>46530</td>
<td>7.5</td>
<td>50</td>
<td>Rebuilding sections of wall supporting highway.</td>
</tr>
<tr>
<td>1498</td>
<td>Overview</td>
<td>C235</td>
<td>39950</td>
<td>44680</td>
<td>3</td>
<td>39</td>
<td>Strengthen by re-decking to remove temp wt restriction.</td>
</tr>
<tr>
<td>1537</td>
<td>Castley</td>
<td>C240</td>
<td>42570</td>
<td>44590</td>
<td>10</td>
<td>25</td>
<td>Route used as a diversion when A road is blocked.</td>
</tr>
<tr>
<td>1547</td>
<td>Town Head</td>
<td>Unc1</td>
<td>39740</td>
<td>47240</td>
<td>10</td>
<td>25</td>
<td>Strengthen arch structure.</td>
</tr>
<tr>
<td>1647</td>
<td>Sheldfield</td>
<td>Unc1</td>
<td>40970</td>
<td>47330</td>
<td>17</td>
<td>17</td>
<td>Repair scar and masonry to restore 40t capacity.</td>
</tr>
<tr>
<td>1727</td>
<td>Gattell</td>
<td>C282</td>
<td>44474</td>
<td>45400</td>
<td>5</td>
<td>3</td>
<td>Repairs to listed structure.</td>
</tr>
<tr>
<td>1733</td>
<td>Mill Lane Sutton</td>
<td>C305</td>
<td>44817</td>
<td>44157</td>
<td>10</td>
<td>10</td>
<td>In-filling two redundant mill races under road.</td>
</tr>
<tr>
<td>1743</td>
<td>Broadworth</td>
<td>Unc1</td>
<td>44127</td>
<td>45074</td>
<td>7.5</td>
<td>18</td>
<td>Strengthen abutments and arch.</td>
</tr>
<tr>
<td>1749</td>
<td>Rolling</td>
<td>Unc1</td>
<td>45060</td>
<td>44440</td>
<td>3</td>
<td>50</td>
<td>Replace concrete slab.</td>
</tr>
</tbody>
</table>

Note: Works listed by Bridge Number not order of priority.


661 Estimated additional sum for Railtrack strengthening works, Public Inquiry, Monitoring of substandard structures, weight limits and signing.
<table>
<thead>
<tr>
<th>BRIDGE NO</th>
<th>NAME</th>
<th>ROAD</th>
<th>EASTING</th>
<th>NORTHING</th>
<th>ASSESSED WEIGHT (T)</th>
<th>COST (£K)</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>36</td>
<td>Smallwray Old</td>
<td>C110</td>
<td>41120</td>
<td>51120</td>
<td>17</td>
<td>24</td>
<td>Strengthen by redocking</td>
</tr>
<tr>
<td>146</td>
<td>Blackburn-Langdale</td>
<td>Unci</td>
<td>49327</td>
<td>49184</td>
<td>17</td>
<td>30</td>
<td>Replace rc slab</td>
</tr>
<tr>
<td>228</td>
<td>Marton</td>
<td>B1363</td>
<td>48580</td>
<td>46930</td>
<td>17</td>
<td>20</td>
<td>Strengthen masonry arch structure</td>
</tr>
<tr>
<td>226</td>
<td>Main Stell</td>
<td>A172</td>
<td>45440</td>
<td>51230</td>
<td>7.5</td>
<td>47</td>
<td>Overlap existing deck to strengthen</td>
</tr>
<tr>
<td>229</td>
<td>Cogden Beck</td>
<td>B6270</td>
<td>40560</td>
<td>49810</td>
<td>17</td>
<td>10</td>
<td>Rebuild spandrels and wing walls</td>
</tr>
<tr>
<td>253</td>
<td>Moss</td>
<td>B6259</td>
<td>37990</td>
<td>48360</td>
<td>17</td>
<td>24</td>
<td>Reconstruct retaining wall and extension slab</td>
</tr>
<tr>
<td>283</td>
<td>Ample</td>
<td>C32</td>
<td>38710</td>
<td>48920</td>
<td>17</td>
<td>18</td>
<td>Strengthen no alternative diversion</td>
</tr>
<tr>
<td>326</td>
<td>Coverham</td>
<td>C39</td>
<td>41040</td>
<td>48620</td>
<td>17</td>
<td>10</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>354</td>
<td>Hawerbeck</td>
<td>Unci</td>
<td>39760</td>
<td>49720</td>
<td>17</td>
<td>60</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>355</td>
<td>Burnby Beck</td>
<td>Unci</td>
<td>40130</td>
<td>49890</td>
<td>17</td>
<td>14</td>
<td>Rebuild spandrels</td>
</tr>
<tr>
<td>366</td>
<td>Hill Green - Halkness</td>
<td>C70</td>
<td>49480</td>
<td>49010</td>
<td>7.5</td>
<td>34</td>
<td>Strengthen existing steel trough deck</td>
</tr>
<tr>
<td>373</td>
<td>Hutton Bridge</td>
<td>C1</td>
<td>41720</td>
<td>50640</td>
<td>17</td>
<td>184</td>
<td>Strengthen pcc arch rings of structure</td>
</tr>
<tr>
<td>377</td>
<td>Kirby Whistle</td>
<td>C66</td>
<td>43780</td>
<td>48480</td>
<td>17</td>
<td>20</td>
<td>Strengthen spandrels and foundations</td>
</tr>
<tr>
<td>407</td>
<td>Scotch Beck East</td>
<td>Unci</td>
<td>41910</td>
<td>49580</td>
<td>25</td>
<td>36</td>
<td>Rebuild spandrels and wing walls</td>
</tr>
<tr>
<td>415</td>
<td>Thwaiteholme</td>
<td>Unci</td>
<td>39610</td>
<td>49060</td>
<td>17</td>
<td>12</td>
<td>Strengthen no alternative diversion</td>
</tr>
<tr>
<td>429</td>
<td>Low Blencow</td>
<td>C43</td>
<td>39240</td>
<td>48710</td>
<td>10</td>
<td>9</td>
<td>Strengthen by overbolling</td>
</tr>
<tr>
<td>430</td>
<td>Skelgill</td>
<td>Unci</td>
<td>39230</td>
<td>49140</td>
<td>17</td>
<td>9</td>
<td>Strengthen no alternative diversion</td>
</tr>
<tr>
<td>445</td>
<td>Firby</td>
<td>Unci</td>
<td>42860</td>
<td>48630</td>
<td>10</td>
<td>12</td>
<td>Strengthen by overbolling</td>
</tr>
<tr>
<td>470</td>
<td>Crock</td>
<td>C86</td>
<td>44530</td>
<td>47070</td>
<td>17</td>
<td>11</td>
<td>Rebuild walls and repair masonry to strengthen</td>
</tr>
<tr>
<td>475</td>
<td>Woodhouse (or Foss)</td>
<td>Unci</td>
<td>46055</td>
<td>46595</td>
<td>17</td>
<td>40</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>507</td>
<td>Laskill</td>
<td>Unci</td>
<td>45630</td>
<td>49080</td>
<td>17</td>
<td>18</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>520</td>
<td>Rical House</td>
<td>C97</td>
<td>46730</td>
<td>48050</td>
<td>10</td>
<td>25</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>521</td>
<td>Muscoates</td>
<td>C61</td>
<td>46860</td>
<td>47990</td>
<td>13</td>
<td>59</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>543</td>
<td>Wensley Low</td>
<td>Unci</td>
<td>40930</td>
<td>49560</td>
<td>10</td>
<td>18</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>544</td>
<td>Castle Bolton</td>
<td>Unci</td>
<td>40430</td>
<td>49200</td>
<td>7.5</td>
<td>59</td>
<td>Reconstruction required</td>
</tr>
<tr>
<td>546</td>
<td>Arkley</td>
<td>Unci</td>
<td>40450</td>
<td>48080</td>
<td>25</td>
<td>35</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>557</td>
<td>Park Wynd Set Wall (Wilgates)</td>
<td>Unci</td>
<td>41720</td>
<td>50080</td>
<td>17</td>
<td>44</td>
<td>Rebuild areas of bulging wall which support the Highway</td>
</tr>
<tr>
<td>570</td>
<td>Branshawte</td>
<td>C176</td>
<td>47270</td>
<td>46230</td>
<td>7.5</td>
<td>45</td>
<td>Replace rc deck</td>
</tr>
<tr>
<td>571</td>
<td>Barton-le-Willows</td>
<td>Unci</td>
<td>47190</td>
<td>46370</td>
<td>17</td>
<td>45</td>
<td>Replace rc deck</td>
</tr>
<tr>
<td>572</td>
<td>Butterwick</td>
<td>C230</td>
<td>47320</td>
<td>47760</td>
<td>3</td>
<td>71</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>575</td>
<td>Hovingham Hall</td>
<td>Unci</td>
<td>46680</td>
<td>47580</td>
<td>3</td>
<td>18</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>576</td>
<td>Hovingham Station</td>
<td>Unci</td>
<td>46750</td>
<td>47670</td>
<td>13</td>
<td>15</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>599</td>
<td>Steal Bank</td>
<td>C156</td>
<td>44320</td>
<td>49120</td>
<td>7.5</td>
<td>22</td>
<td>Strengthen extension in wheel track</td>
</tr>
<tr>
<td>604</td>
<td>Gisby</td>
<td>C254</td>
<td>43570</td>
<td>50720</td>
<td>1</td>
<td>59</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>612</td>
<td>Hillian</td>
<td>C159</td>
<td>431150</td>
<td>49350</td>
<td>17</td>
<td>7</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>625</td>
<td>Lastingham West</td>
<td>C64</td>
<td>47290</td>
<td>49045</td>
<td>3</td>
<td>24</td>
<td>Strengthen by overbolling</td>
</tr>
<tr>
<td>626</td>
<td>Jackens</td>
<td>Unci</td>
<td>47295</td>
<td>49035</td>
<td>13</td>
<td>12</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>632</td>
<td>Rosedale Abbey</td>
<td>Unci</td>
<td>47247</td>
<td>49581</td>
<td>17</td>
<td>18</td>
<td>Replace rc slab</td>
</tr>
<tr>
<td>633</td>
<td>Rosedale Church</td>
<td>C63</td>
<td>47242</td>
<td>49600</td>
<td>13</td>
<td>18</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>635</td>
<td>Ellerburn</td>
<td>Unci</td>
<td>48450</td>
<td>48420</td>
<td>3</td>
<td>18</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>677</td>
<td>Sourbeck</td>
<td>C37</td>
<td>41930</td>
<td>49760</td>
<td>17.5</td>
<td>30</td>
<td>Strengthen deck</td>
</tr>
<tr>
<td>693</td>
<td>Sprent</td>
<td>C41</td>
<td>41090</td>
<td>50940</td>
<td>7.5</td>
<td>24</td>
<td>Strengthen deck</td>
</tr>
<tr>
<td>705</td>
<td>Wath Beck Culvert</td>
<td>C87</td>
<td>43260</td>
<td>47720</td>
<td>7.5</td>
<td>10</td>
<td>Strengthen culvert</td>
</tr>
<tr>
<td>711</td>
<td>Brompton Butts North</td>
<td>Unci</td>
<td>49440</td>
<td>48180</td>
<td>17</td>
<td>10</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>712</td>
<td>Brompton Butts South</td>
<td>C70</td>
<td>49440</td>
<td>48170</td>
<td>3</td>
<td>6</td>
<td>Maintain existing weight limit</td>
</tr>
<tr>
<td>718</td>
<td>Ruston North</td>
<td>C212</td>
<td>49590</td>
<td>48310</td>
<td>17</td>
<td>15</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>723</td>
<td>Wrench Green - Halkness</td>
<td>Unci</td>
<td>49680</td>
<td>48920</td>
<td>3</td>
<td>83</td>
<td>Redeck</td>
</tr>
<tr>
<td>Bridge Number</td>
<td>Section</td>
<td>Span</td>
<td>Length (m)</td>
<td>Condition</td>
<td>Priority</td>
<td>Notes</td>
<td></td>
</tr>
<tr>
<td>---------------</td>
<td>---------</td>
<td>------</td>
<td>------------</td>
<td>-----------</td>
<td>----------</td>
<td>-------</td>
<td></td>
</tr>
<tr>
<td>780</td>
<td>Broughton New</td>
<td>C24</td>
<td>45600</td>
<td>50680</td>
<td>7.5</td>
<td>35</td>
<td>Redeck</td>
</tr>
<tr>
<td>795</td>
<td>Felixkirk North</td>
<td>C156</td>
<td>44680</td>
<td>48550</td>
<td>17</td>
<td>20</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>797</td>
<td>World's End</td>
<td>C168</td>
<td>44350</td>
<td>48070</td>
<td>3</td>
<td>71</td>
<td>Strengthen rc beam and slab structure</td>
</tr>
<tr>
<td>798</td>
<td>Dalton North</td>
<td>C168</td>
<td>44310</td>
<td>47690</td>
<td>17</td>
<td>29</td>
<td>Repair arch ring foundations, wing walls and spandrels</td>
</tr>
<tr>
<td>837</td>
<td>Goathland</td>
<td>C82</td>
<td>48590</td>
<td>50200</td>
<td>17</td>
<td>36</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>848</td>
<td>Golden Groove</td>
<td>Uncl</td>
<td>49000</td>
<td>50880</td>
<td>7.5</td>
<td>42</td>
<td>Redeck</td>
</tr>
<tr>
<td>847</td>
<td>Mill Canal</td>
<td>C398</td>
<td>39900</td>
<td>45180</td>
<td>25</td>
<td>12</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>1065</td>
<td>Hag</td>
<td>Uncl</td>
<td>44512</td>
<td>45264</td>
<td>3</td>
<td>12</td>
<td>Repair foundations and strengthen masonry arch</td>
</tr>
<tr>
<td>1207</td>
<td>Lime Kiln</td>
<td>C398</td>
<td>39900</td>
<td>45180</td>
<td>25</td>
<td>10</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>1214</td>
<td>Cow</td>
<td>B6478</td>
<td>38280</td>
<td>45700</td>
<td>24.5</td>
<td>36</td>
<td>Strengthen Masonry arch and extension</td>
</tr>
<tr>
<td>1217</td>
<td>Steinforth Old</td>
<td>C394</td>
<td>38320</td>
<td>46730</td>
<td>17</td>
<td>10</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>1288</td>
<td>Hawfield</td>
<td>C393</td>
<td>39070</td>
<td>45810</td>
<td>17</td>
<td>30</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>1291</td>
<td>Cowhead</td>
<td>C393</td>
<td>38450</td>
<td>46670</td>
<td>7.5</td>
<td>24</td>
<td>Replace structure</td>
</tr>
<tr>
<td>1298</td>
<td>Parkfoot</td>
<td>C385</td>
<td>36730</td>
<td>47170</td>
<td>33</td>
<td>12</td>
<td>Strengthen masonry arch structure</td>
</tr>
<tr>
<td>1322</td>
<td>Austwick Mill</td>
<td>C119</td>
<td>37780</td>
<td>46920</td>
<td>13</td>
<td>18</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>1324</td>
<td>Wharfe Gill Beck</td>
<td>C119</td>
<td>37790</td>
<td>46920</td>
<td>17</td>
<td>18</td>
<td>Redeck</td>
</tr>
<tr>
<td>1333</td>
<td>Scalby</td>
<td>C390</td>
<td>38410</td>
<td>46260</td>
<td>17</td>
<td>48</td>
<td>Strengthen spandrels and retaining walls</td>
</tr>
<tr>
<td>1338</td>
<td>Tensi</td>
<td>Uncl</td>
<td>38210</td>
<td>46400</td>
<td>10</td>
<td>14</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>1340</td>
<td>Chapel-le-Dale</td>
<td>Uncl</td>
<td>37180</td>
<td>47720</td>
<td>7.5</td>
<td>24</td>
<td>Replace structure no viable diversion</td>
</tr>
<tr>
<td>1381</td>
<td>Hesthill</td>
<td>Uncl</td>
<td>39000</td>
<td>46120</td>
<td>17</td>
<td>13</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>1386</td>
<td>Lew Lathes</td>
<td>C404</td>
<td>395539</td>
<td>45570</td>
<td>0</td>
<td>18</td>
<td>Proposed structure to be redecked</td>
</tr>
<tr>
<td>1389</td>
<td>Gauzeley Beck</td>
<td>C359</td>
<td>49011</td>
<td>47772</td>
<td>17</td>
<td>10</td>
<td>Repair foundations and walls</td>
</tr>
<tr>
<td>1405</td>
<td>Winterburn</td>
<td>Uncl</td>
<td>39340</td>
<td>45890</td>
<td>17</td>
<td>18</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>1413</td>
<td>Nether Moor Beck</td>
<td>Uncl</td>
<td>37240</td>
<td>46950</td>
<td>0</td>
<td>25</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>1424</td>
<td>Dale Barn</td>
<td>Uncl</td>
<td>37130</td>
<td>47550</td>
<td>10</td>
<td>24</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>1445</td>
<td>Dale House Upper</td>
<td>Uncl</td>
<td>37200</td>
<td>47590</td>
<td>10</td>
<td>12</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>1465</td>
<td>Clapham Village</td>
<td>B6480</td>
<td>37450</td>
<td>46970</td>
<td>33</td>
<td>30</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>1470</td>
<td>B3e Beck</td>
<td>C386</td>
<td>37090</td>
<td>46700</td>
<td>10</td>
<td>18</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>1471</td>
<td>Mowbray Head Farm</td>
<td>C386</td>
<td>37020</td>
<td>46710</td>
<td>10</td>
<td>10</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>1443</td>
<td>Buck Beck Middle</td>
<td>Uncl</td>
<td>37260</td>
<td>46920</td>
<td>10</td>
<td>18</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>1464</td>
<td>Giggleswick Ret Walt</td>
<td>B6479</td>
<td>38600</td>
<td>46440</td>
<td>25</td>
<td>12</td>
<td>Rebuilding sections of wall supporting highway</td>
</tr>
<tr>
<td>1466</td>
<td>Buck How Bree Ret/Wall</td>
<td>B6480</td>
<td>38800</td>
<td>46570</td>
<td>17</td>
<td>6</td>
<td>Rebuilding sections of wall supporting highway</td>
</tr>
<tr>
<td>1469</td>
<td>Rice Side</td>
<td>C394</td>
<td>38830</td>
<td>47620</td>
<td>10</td>
<td>18</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>1471</td>
<td>Dry Beck</td>
<td>C394</td>
<td>39000</td>
<td>47430</td>
<td>10</td>
<td>18</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>1479</td>
<td>Foster Beck</td>
<td>C379</td>
<td>41480</td>
<td>46640</td>
<td>25</td>
<td>36</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>1507</td>
<td>Weston New</td>
<td>C236</td>
<td>41740</td>
<td>44750</td>
<td>25</td>
<td>25</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>1509</td>
<td>Denton Park</td>
<td>C236</td>
<td>41530</td>
<td>44830</td>
<td>7.5</td>
<td>13</td>
<td>Strengthen concrete extension to arch</td>
</tr>
<tr>
<td>1513</td>
<td>Skirne Gill</td>
<td>C404</td>
<td>39630</td>
<td>45990</td>
<td>17</td>
<td>15</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>1518</td>
<td>Bausner Gill</td>
<td>C32</td>
<td>39160</td>
<td>47830</td>
<td>10</td>
<td>24</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>1524</td>
<td>Holme Beck</td>
<td>C249</td>
<td>40060</td>
<td>44450</td>
<td>3</td>
<td>30</td>
<td>Redeck</td>
</tr>
<tr>
<td>1535</td>
<td>Cruise</td>
<td>C248</td>
<td>392480</td>
<td>44940</td>
<td>17</td>
<td>24</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>1572</td>
<td>Hallerhill</td>
<td>Uncl</td>
<td>39830</td>
<td>44670</td>
<td>17</td>
<td>15</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>1585</td>
<td>Lower Beck</td>
<td>Uncl</td>
<td>39950</td>
<td>44250</td>
<td>17</td>
<td>17</td>
<td>Repair abutments and spandrels of masonry structure</td>
</tr>
<tr>
<td>1586</td>
<td>Sutton in Craven New</td>
<td>Uncl</td>
<td>39970</td>
<td>44260</td>
<td>17</td>
<td>23</td>
<td>Repair abutments and spandrels of masonry structure</td>
</tr>
<tr>
<td>1588</td>
<td>Tazio Lathes</td>
<td>Uncl</td>
<td>40030</td>
<td>44890</td>
<td>7.5</td>
<td>14</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>1595</td>
<td>Draughton School</td>
<td>Uncl</td>
<td>40290</td>
<td>45250</td>
<td>25</td>
<td>10</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>1602</td>
<td>Reesmorrer</td>
<td>Uncl</td>
<td>47690</td>
<td>46760</td>
<td>3</td>
<td>20</td>
<td>Redeck</td>
</tr>
<tr>
<td>1617</td>
<td>How Beck (Westow)</td>
<td>Uncl</td>
<td>47640</td>
<td>46670</td>
<td>13</td>
<td>12</td>
<td>Strengthen Masonry arch</td>
</tr>
<tr>
<td>1649</td>
<td>Greame Hall</td>
<td>C235</td>
<td>40200</td>
<td>44620</td>
<td>10</td>
<td>10</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>1686</td>
<td>Bower Beck</td>
<td>C235</td>
<td>40200</td>
<td>44620</td>
<td>10</td>
<td>10</td>
<td>Strengthen by overslabbing</td>
</tr>
</tbody>
</table>

Note: Works listed by Bridge Number not order of priority

Page 240

Total required for strengthening 2001/2002 5,502
## PROGRAMME BRIDGE STRENGTHENING WORKS - 2002/03

<table>
<thead>
<tr>
<th>BRIDGE NO</th>
<th>NAME</th>
<th>ROAD</th>
<th>EASTING</th>
<th>NORTHING</th>
<th>ASSESSED WEIGHT (T)</th>
<th>COST (£)</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>153</td>
<td>Ellerbeck</td>
<td>Uncl</td>
<td>36720</td>
<td>47410</td>
<td>7.0</td>
<td>10</td>
<td>Strengthen and repair clapper</td>
</tr>
<tr>
<td>367</td>
<td>South Milford</td>
<td>C321</td>
<td>44948</td>
<td>43175</td>
<td>7.5</td>
<td>50</td>
<td>Strengthen reinforced concrete box culvert</td>
</tr>
<tr>
<td>370</td>
<td>Foston</td>
<td>C162</td>
<td>44560</td>
<td>50930</td>
<td>7.5</td>
<td>65</td>
<td>Strengthen filler joint construction</td>
</tr>
<tr>
<td>417</td>
<td>Middle Foot</td>
<td>Uncl</td>
<td>38260</td>
<td>48790</td>
<td>24.5</td>
<td>20</td>
<td>Only access to farm must be repaired</td>
</tr>
<tr>
<td>519</td>
<td>Goodwill</td>
<td>Uncl</td>
<td>46770</td>
<td>48160</td>
<td>10</td>
<td>30</td>
<td>Repair arch ring and spandrels of structure</td>
</tr>
<tr>
<td>525</td>
<td>Ouse Hill</td>
<td>C60</td>
<td>46399</td>
<td>49461</td>
<td>0</td>
<td>10</td>
<td>Strengthen and repair settlement to foundations</td>
</tr>
<tr>
<td>578</td>
<td>Laws</td>
<td>Uncl</td>
<td>46940</td>
<td>47550</td>
<td>7.5</td>
<td>30</td>
<td>Replace rc slab</td>
</tr>
<tr>
<td>592</td>
<td>North End</td>
<td>C24</td>
<td>48070</td>
<td>50460</td>
<td>7.5</td>
<td>14</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>593</td>
<td>Church Bridge</td>
<td>C24</td>
<td>48070</td>
<td>50460</td>
<td>10</td>
<td>12</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>601</td>
<td>Woundales</td>
<td>C157</td>
<td>44350</td>
<td>48910</td>
<td>7.5</td>
<td>36</td>
<td>Strengthen filler joint construction</td>
</tr>
<tr>
<td>615</td>
<td>Leppington Wood Culvert</td>
<td>Uncl</td>
<td>47655</td>
<td>46179</td>
<td>3</td>
<td>25</td>
<td>Replace rc slab</td>
</tr>
<tr>
<td>624</td>
<td>Fairy Call</td>
<td>C64</td>
<td>47130</td>
<td>49040</td>
<td>7.5</td>
<td>25</td>
<td>Replace rc slab</td>
</tr>
<tr>
<td>670</td>
<td>Tower Beck (Whyett)</td>
<td>Uncl</td>
<td>46780</td>
<td>50710</td>
<td>7.5</td>
<td>36</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>724</td>
<td>Heyburn</td>
<td>C77</td>
<td>49950</td>
<td>49760</td>
<td>7.5</td>
<td>13</td>
<td>Strengthen by replacing filler joint extension to arch</td>
</tr>
<tr>
<td>771</td>
<td>Goldgate Culvert</td>
<td>Uncl</td>
<td>44780</td>
<td>50280</td>
<td>17</td>
<td>15</td>
<td>Strengthen and repair structure</td>
</tr>
<tr>
<td>801</td>
<td>Little Sazzy</td>
<td>Uncl</td>
<td>44660</td>
<td>47490</td>
<td>7.5</td>
<td>32</td>
<td>Strengthen and repair structure</td>
</tr>
<tr>
<td>835</td>
<td>New Way</td>
<td>C82</td>
<td>48150</td>
<td>50030</td>
<td>17</td>
<td>41</td>
<td>Rebuild spandrels and wing walls</td>
</tr>
<tr>
<td>1341</td>
<td>Threader</td>
<td>Uncl</td>
<td>36580</td>
<td>47300</td>
<td>10</td>
<td>25</td>
<td>Strengthen and repair structure</td>
</tr>
<tr>
<td>1354</td>
<td>Dube Beck</td>
<td>Uncl</td>
<td>37830</td>
<td>46130</td>
<td>25</td>
<td>8</td>
<td>Strengthen by repointing arch and repairing scour</td>
</tr>
<tr>
<td>1564</td>
<td>Hall</td>
<td>Uncl</td>
<td>39719</td>
<td>44987</td>
<td>7.5</td>
<td>24</td>
<td>Strengthen and repair structure</td>
</tr>
<tr>
<td>1604</td>
<td>Lindley</td>
<td>Uncl</td>
<td>42250</td>
<td>44830</td>
<td>17</td>
<td>71</td>
<td>Rebuild spandrels</td>
</tr>
<tr>
<td>1639</td>
<td>Glasshouses Mill Culvert</td>
<td>Uncl</td>
<td>42710</td>
<td>46440</td>
<td>7.5</td>
<td>28</td>
<td>Strengthen route out of village</td>
</tr>
<tr>
<td>1662</td>
<td>Careless</td>
<td>C31</td>
<td>42570</td>
<td>46530</td>
<td>13</td>
<td>25</td>
<td>Replace deck and culvert</td>
</tr>
<tr>
<td>1675</td>
<td>Marrells Wood</td>
<td>C167</td>
<td>43370</td>
<td>46990</td>
<td>17</td>
<td>10.00</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>1679</td>
<td>Bondgate</td>
<td>C377</td>
<td>31340</td>
<td>70920</td>
<td>7.5</td>
<td>70.00</td>
<td>Strengthen listed structure</td>
</tr>
<tr>
<td>1684</td>
<td>Little Beck</td>
<td>C376</td>
<td>42280</td>
<td>46335</td>
<td>17</td>
<td>10.00</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>1690</td>
<td>School (Bishop Monkton)</td>
<td>Uncl</td>
<td>43300</td>
<td>46330</td>
<td>13</td>
<td>8.00</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>1722</td>
<td>Burnstonge</td>
<td>C378</td>
<td>44452</td>
<td>45396</td>
<td>7.5</td>
<td>24.00</td>
<td>Reconstruction of spandrels and repair abutment required</td>
</tr>
<tr>
<td>1724</td>
<td>Headlegh Gate</td>
<td>C336</td>
<td>45137</td>
<td>44774</td>
<td>7.5</td>
<td>18.00</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>1755</td>
<td>Bowell North</td>
<td>C343</td>
<td>45591</td>
<td>42001</td>
<td>13</td>
<td>15.00</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>1757</td>
<td>Womersley West Culvert</td>
<td>C343</td>
<td>45295</td>
<td>41915</td>
<td>12.5</td>
<td>18</td>
<td>Replace structure</td>
</tr>
<tr>
<td>1762</td>
<td>Smaston</td>
<td>C342</td>
<td>45350</td>
<td>41759</td>
<td>7.5</td>
<td>10.00</td>
<td>Strengthen masonry arch</td>
</tr>
<tr>
<td>1811</td>
<td>School House (Skipton)</td>
<td>Uncl</td>
<td>39950</td>
<td>45170</td>
<td>7.5</td>
<td>45.00</td>
<td>Strengthen pc deck</td>
</tr>
</tbody>
</table>

851  Sum total for strengthening 2002/2003

3,090  Estimated additional sum for Railtrack strengthening works, Public Inquiry Monitoring of substandard structures, weight limits and signing

3,941  Total required for strengthening 2002/2003

Note - Works listed by Bridge Number not order of priority
In the year 2005/2006 the County Strengthening Programme should be complete except for the following costs:

- Structural maintenance of bridges and scheme overrun costs: £350K
- Structural maintenance of retaining walls: £300K
- Replacement of footbridges: £70K
- Railtrack Strengthening Works: £3,000K
- Sum total of cost required for the year 2005/2006: £3,720K

### Programme Bridge Strengthening Works - 2004/05

<table>
<thead>
<tr>
<th>BRIDGE NO</th>
<th>NAME</th>
<th>ROAD</th>
<th>EASTING</th>
<th>NORTHING</th>
<th>ASSESSED WEIGHT (t)</th>
<th>COST (£K)</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>154</td>
<td>New Village</td>
<td>Uncl</td>
<td>36940</td>
<td>47240</td>
<td>7.5</td>
<td>15</td>
<td>Strengthens timber deck</td>
</tr>
<tr>
<td>249</td>
<td>Ingleton</td>
<td>Uncl</td>
<td>36950</td>
<td>47320</td>
<td>17</td>
<td>19</td>
<td>Strengthens arch</td>
</tr>
<tr>
<td>406</td>
<td>Swinton Beck West</td>
<td>Uncl</td>
<td>41500</td>
<td>49580</td>
<td>7.5</td>
<td>32</td>
<td>Strengthens and repair structure</td>
</tr>
<tr>
<td>545</td>
<td>Arklebeck</td>
<td>Uncl</td>
<td>40440</td>
<td>48360</td>
<td>7.5</td>
<td>23</td>
<td>Strengthens structure</td>
</tr>
<tr>
<td>1062</td>
<td>Little Rotary</td>
<td>C24</td>
<td>45075</td>
<td>60050</td>
<td>10</td>
<td>10</td>
<td>Strengthens and repair structure</td>
</tr>
<tr>
<td>1064</td>
<td>Burn Beck</td>
<td>C277</td>
<td>44407</td>
<td>46344</td>
<td>7.5</td>
<td>10</td>
<td>Strengthens and repair structure</td>
</tr>
<tr>
<td>1279</td>
<td>Strickland Lane End Culvert</td>
<td>C380</td>
<td>38520</td>
<td>47780</td>
<td>10</td>
<td>12</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>1342</td>
<td>Lower White House Culvert</td>
<td>Uncl</td>
<td>36790</td>
<td>47980</td>
<td>10</td>
<td>24</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>1348</td>
<td>Crossbeck Lane</td>
<td>Uncl</td>
<td>37270</td>
<td>64870</td>
<td>11</td>
<td>24</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>1379</td>
<td>Gerside</td>
<td>Uncl</td>
<td>39130</td>
<td>46350</td>
<td>25</td>
<td>5</td>
<td>Repair structure</td>
</tr>
<tr>
<td>1426</td>
<td>Trowbridge</td>
<td>Uncl</td>
<td>37220</td>
<td>47620</td>
<td>20</td>
<td>12</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>1540</td>
<td>High Greenfield</td>
<td>Uncl</td>
<td>38270</td>
<td>47890</td>
<td>10</td>
<td>7</td>
<td>Strengthens</td>
</tr>
<tr>
<td>1685</td>
<td>Greenleys</td>
<td>C31</td>
<td>42390</td>
<td>46920</td>
<td>17</td>
<td>36</td>
<td>Strengthens and repair structure</td>
</tr>
<tr>
<td>1699</td>
<td>swifts</td>
<td>C28</td>
<td>45330</td>
<td>46650</td>
<td>7.5</td>
<td>18</td>
<td>Strengthens and repair structure</td>
</tr>
<tr>
<td>1713</td>
<td>Church (Barrowby)</td>
<td>Uncl</td>
<td>45250</td>
<td>44730</td>
<td>7.5</td>
<td>32</td>
<td>Strengthens and repair structure</td>
</tr>
<tr>
<td>1726</td>
<td>Fleet</td>
<td>C273</td>
<td>44625</td>
<td>45288</td>
<td>3</td>
<td>12</td>
<td>Strengthens and repair structure</td>
</tr>
<tr>
<td>1732</td>
<td>Mill Lane Shute</td>
<td>C305</td>
<td>44480</td>
<td>44160</td>
<td>7.5</td>
<td>30</td>
<td>Strengthens and repair structure</td>
</tr>
</tbody>
</table>

| Sum total for strengthening 2004/2005 | £4,620 |

Note: Works listed by Bridge Number not order of priority

### Programme Bridge Strengthening Works - 2003/04

<table>
<thead>
<tr>
<th>BRIDGE NO</th>
<th>NAME</th>
<th>ROAD</th>
<th>EASTING</th>
<th>NORTHING</th>
<th>ASSESSED WEIGHT (t)</th>
<th>COST (£K)</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>46</td>
<td>Timp-life Great</td>
<td>A357</td>
<td>43980</td>
<td>47990</td>
<td>24</td>
<td>25</td>
<td>Strengthens spandrel</td>
</tr>
<tr>
<td>121</td>
<td>Apperwett</td>
<td>A384</td>
<td>36570</td>
<td>49070</td>
<td>17</td>
<td>7</td>
<td>Strengthens repair and repoint arch</td>
</tr>
<tr>
<td>222</td>
<td>Apperwett (New &amp; Old)</td>
<td>A384</td>
<td>36570</td>
<td>49070</td>
<td>17</td>
<td>22</td>
<td>Strengthens repair and repoint arch</td>
</tr>
<tr>
<td>183</td>
<td>Blue Water</td>
<td>Uncl</td>
<td>47455</td>
<td>50005</td>
<td>3</td>
<td>15</td>
<td>Replace existing deck</td>
</tr>
<tr>
<td>213</td>
<td>Long Sleek Culvert</td>
<td>B451</td>
<td>45200</td>
<td>46450</td>
<td>17</td>
<td>24</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>275</td>
<td>Taunton</td>
<td>C37</td>
<td>42950</td>
<td>49610</td>
<td>10</td>
<td>13</td>
<td>Strengthens</td>
</tr>
<tr>
<td>263</td>
<td>Fryup</td>
<td>Uncl</td>
<td>47295</td>
<td>50469</td>
<td>17</td>
<td>25</td>
<td>Strengthens reinforced concrete box culvert</td>
</tr>
<tr>
<td>274</td>
<td>Sun Bridge</td>
<td>Uncl</td>
<td>39050</td>
<td>48840</td>
<td>0</td>
<td>20</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>642</td>
<td>Gingerfield</td>
<td>C41</td>
<td>45640</td>
<td>50005</td>
<td>7.5</td>
<td>63</td>
<td>Strengthens</td>
</tr>
<tr>
<td>786</td>
<td>Little Ayton</td>
<td>C153</td>
<td>45700</td>
<td>50200</td>
<td>7.5</td>
<td>48</td>
<td>Strengthens and repair Temporary weight limit in place</td>
</tr>
<tr>
<td>1414</td>
<td>Newby Village</td>
<td>Uncl</td>
<td>37780</td>
<td>47010</td>
<td>10</td>
<td>12</td>
<td>Strengthens</td>
</tr>
<tr>
<td>3459</td>
<td>Goswen Gill</td>
<td>C387</td>
<td>37240</td>
<td>46250</td>
<td>0</td>
<td>22</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>3364</td>
<td>Park Drain</td>
<td>C303</td>
<td>46923</td>
<td>44369</td>
<td>10</td>
<td>19</td>
<td>Replace existing structure</td>
</tr>
<tr>
<td>3369</td>
<td>Robin Hood's Hill Sleep Creek</td>
<td>C392</td>
<td>38500</td>
<td>46650</td>
<td>0</td>
<td>18</td>
<td>Strengthen by overslabbing</td>
</tr>
<tr>
<td>3366</td>
<td>Rowsden</td>
<td>C257</td>
<td>42570</td>
<td>45840</td>
<td>7.5</td>
<td>24</td>
<td>Strengthens</td>
</tr>
<tr>
<td>3370</td>
<td>Bradley Drain Culvert</td>
<td>Uncl</td>
<td>46537</td>
<td>41828</td>
<td>7.5</td>
<td>25</td>
<td>Strengthens and repair structure</td>
</tr>
</tbody>
</table>

| Sum total for strengthening 2003/2004 | £4,998 |

Note: Works listed by Bridge Number not order of priority

Estimated additional sum for Railtrack strengthening works, Public Inquiry, Monitoring of substandard structures, weight limits and signing: £4,620
Appendix 7

LIST OF DAUGHTER DOCUMENTS (available on request)

North Yorkshire Public Transport Information and Publicity Strategy
North Yorkshire Strategy for People with Disabilities
North Yorkshire Pedestrian Strategy
North Yorkshire Cycling Strategy
North Yorkshire Freight Strategy
North Yorkshire Road Safety Plan
Whitby Traffic Management Strategy
Whitby Park and Ride Feasibility Study - Stage 1
Draft Skipton Traffic Management Strategy
New Approach to Appraisal Summary of the Scarborough Integrated Transport Scheme
Harrogate and Knaresborough Cycling Implementation Plan
District Councils and National Park Statements on Implementation of LTP
Road Traffic Reduction Act Report
### Appendix 8

#### LTP Local Safety Strategy
**Scheme Programme - Year 1 - 2001/02**

#### Harrogate, Knaresborough and Ripon Policy Sub Area I

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Est. Cost (£k)</th>
<th>No. of Accidents 1997 - 99</th>
<th>No. of Casualties 1997 - 99</th>
<th>No. of Casualties per Year</th>
<th>Anticipated Yearly Casualty Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>All KST's</td>
</tr>
<tr>
<td>LSS - A61 Spacey Houses, Traffic Signals</td>
<td>150.00</td>
<td>8</td>
<td>10</td>
<td>3.3</td>
<td>2</td>
</tr>
<tr>
<td>LSS - High Bridge, Knaresborough</td>
<td>15.0</td>
<td>4</td>
<td>6</td>
<td>2.0</td>
<td>2</td>
</tr>
<tr>
<td>LSS - Knaresborough Road / Navanham Street Junction</td>
<td>20.0</td>
<td>2</td>
<td>3</td>
<td>1.0</td>
<td>1</td>
</tr>
<tr>
<td>LSS - C265 Driften Inn Roundabout</td>
<td>29.0</td>
<td>4</td>
<td>9</td>
<td>3.0</td>
<td>3</td>
</tr>
<tr>
<td>LSS - A66 South Stanley</td>
<td>23.0</td>
<td>5</td>
<td>9</td>
<td>3.0</td>
<td>6</td>
</tr>
<tr>
<td>LSS - A66 Brearton Lane to Nidderdale Lane Junction</td>
<td>30.0</td>
<td>16</td>
<td>30</td>
<td>10.0</td>
<td>4</td>
</tr>
<tr>
<td>LSS - A61 Holme Hall</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>LSS - Wormald Green to Ripley Roundabout</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>LSS - Killinghall Bridge</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>LSS - A658 Rudchington Lane Junction</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>LSS - C26C Junction with Harrogate Bypass</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>TC - Mulberry Park Drive, Ripon</td>
<td>50.0</td>
<td>3</td>
<td>3</td>
<td>1.0</td>
<td>3</td>
</tr>
<tr>
<td>TC - B6165 Scotton</td>
<td>7.5</td>
<td>2</td>
<td>2</td>
<td>0.7</td>
<td>2</td>
</tr>
<tr>
<td>TC - Boulders Ripon</td>
<td>55.0</td>
<td>5</td>
<td>5</td>
<td>1.7</td>
<td>2</td>
</tr>
<tr>
<td>TC - C978 Burnt Leonard</td>
<td>15.0</td>
<td>2</td>
<td>2</td>
<td>0.7</td>
<td>2</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>428.0</strong></td>
<td><strong>117</strong></td>
<td><strong>117</strong></td>
<td><strong>36.6</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>

---

#### LTP Local Safety Strategy
**Scheme Programme - Year 1 - 2001/02**

#### Scarborough Policy Sub Area 2

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Est. Cost (£k)</th>
<th>No. of Accidents 1997 - 99</th>
<th>No. of Casualties 1997 - 99</th>
<th>No. of Casualties per Year</th>
<th>Anticipated Yearly Casualty Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>All KST's</td>
</tr>
<tr>
<td>LSS - Ovenden Road, Scarborough</td>
<td>40.0</td>
<td>4</td>
<td>4</td>
<td>1.3</td>
<td>0</td>
</tr>
<tr>
<td>LSS - Prospect Road &amp; Easdale, Scarborough</td>
<td>40.0</td>
<td>28</td>
<td>33</td>
<td>11.0</td>
<td>5</td>
</tr>
<tr>
<td>LSS - A171 Scalby Road / Highness Road Junction</td>
<td>10.0</td>
<td>4</td>
<td>4</td>
<td>1.3</td>
<td>1</td>
</tr>
<tr>
<td>LSS - A171 Scalby Road / Coldshill Lane Junction</td>
<td>10.0</td>
<td>4</td>
<td>9</td>
<td>3.0</td>
<td>1</td>
</tr>
<tr>
<td>LSS - C237 Manor Road / Nares Street</td>
<td>10.0</td>
<td>5</td>
<td>6</td>
<td>2.0</td>
<td>1</td>
</tr>
<tr>
<td>LSS - A165 Rashall Road / Royal Crescent Lane Junction</td>
<td>10.0</td>
<td>3</td>
<td>4</td>
<td>1.3</td>
<td>0</td>
</tr>
<tr>
<td>TC - Irton / Seamer</td>
<td>65.0</td>
<td>10</td>
<td>11</td>
<td>3.7</td>
<td>3</td>
</tr>
<tr>
<td>TC - B6261 Cayton Village</td>
<td>65.0</td>
<td>5</td>
<td>6</td>
<td>2.0</td>
<td>3</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>290.0</strong></td>
<td><strong>77</strong></td>
<td><strong>77</strong></td>
<td><strong>25.9</strong></td>
<td><strong>50</strong></td>
</tr>
</tbody>
</table>
### Appendix 8

#### LTP Local Safety Strategy
**Scheme Programme - Year 1 - 2001/02**

**Selby District Policy Sub Area 3**

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Est. Cost £k</th>
<th>No. of Accidents 1997 - 99</th>
<th>No. of Casualties 1997 - 99</th>
<th>No. of Casualties per Year</th>
<th>Casualty Breakdown</th>
<th>Anticipated Yearly Casualty Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td>LSS - B1222 Junction with Huddleston Grange</td>
<td>25.0</td>
<td>5</td>
<td>9</td>
<td>3.0</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>LSS - B1222 Lang Lane Junction, Wistow</td>
<td>25.0</td>
<td>5</td>
<td>9</td>
<td>3.0</td>
<td>6</td>
<td>3</td>
</tr>
<tr>
<td>LSS - B1222 Biggin Crossroads</td>
<td>25.0</td>
<td>5</td>
<td>6</td>
<td>2.0</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>LSS - B1224 Bend west of Springs Lane, near Bickerton</td>
<td>25.0</td>
<td>4</td>
<td>6</td>
<td>2.0</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>TC - A645 Keltingley Village</td>
<td>50.0</td>
<td>6</td>
<td>8</td>
<td>2.7</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>TC - Field Lane &amp; Fox Lane, Thorpe Willoughty</td>
<td>50.0</td>
<td>7</td>
<td>7</td>
<td>2.3</td>
<td>1</td>
<td>6</td>
</tr>
</tbody>
</table>

**Totals:**

<p>| | | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>200.0</td>
<td>45</td>
<td>7.5</td>
<td>0.8</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### LTP Local Safety Strategy
**Scheme Programme - Year 1 - 2001/02**

**North York Moors Policy Sub Area 4**

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Est. Cost £k</th>
<th>No. of Accidents 1997 - 99</th>
<th>No. of Casualties 1997 - 99</th>
<th>No. of Casualties per Year</th>
<th>Casualty Breakdown</th>
<th>Anticipated Yearly Casualty Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td>LSS - Seamer Moor Lane, including A170 junction</td>
<td>20.0</td>
<td>8</td>
<td>16</td>
<td>9.3</td>
<td>10</td>
<td>6</td>
</tr>
<tr>
<td>LSS - A170 / B1257 Helsens Gate, Sprainton</td>
<td>25.0</td>
<td>7</td>
<td>9</td>
<td>3.0</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>LSS - Eckerston</td>
<td>25.0</td>
<td>6</td>
<td>10</td>
<td>3.3</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>LSS - A171 High Hawster</td>
<td>53.0</td>
<td>4</td>
<td>10</td>
<td>3.3</td>
<td>3</td>
<td>7</td>
</tr>
</tbody>
</table>

**Totals:**

<p>| | | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>123.0</td>
<td>45</td>
<td>7.5</td>
<td>0.8</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### LTP Local Safety Strategy
**Scheme Programme - Year 1 - 2001/02**

**A65 Corridor Policy Sub Area 8**

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Est. Cost £k</th>
<th>No. of Accidents 1997 - 99</th>
<th>No. of Casualties 1997 - 99</th>
<th>No. of Casualties per Year</th>
<th>Casualty Breakdown</th>
<th>Anticipated Yearly Casualty Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td>LSS - N1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TC - A6136 Keighley Road, Skipton exc. Swadford/Coach Street and A6089/A6131 blackspots</td>
<td>130.0</td>
<td>35</td>
<td>44</td>
<td>14.6</td>
<td>7</td>
<td>37</td>
</tr>
<tr>
<td>TC - Embass Village</td>
<td>27.0</td>
<td>4</td>
<td>4</td>
<td>1.3</td>
<td>2</td>
<td>2</td>
</tr>
</tbody>
</table>

**Totals:**

<p>| | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>157.0</td>
<td>48</td>
<td>8.0</td>
<td>0.8</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### LTP Local Safety Strategy
#### Scheme Programme - Year 1 - 2001/02

#### Central Policy Sub Area 6

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Est. Cost (E£)</th>
<th>No. of Accidents 1997 - 99</th>
<th>No. of Casualties 1997 - 99</th>
<th>No. of Casualties per Year</th>
<th>Casualty Breakdown</th>
<th>Anticipated Yearly Casualty Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>All KST</td>
<td>All Slight</td>
</tr>
<tr>
<td>LS5 - Richmond Market Place</td>
<td>25.0</td>
<td>8</td>
<td>9</td>
<td>3.0</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>LS5 - A614(ET) Baldersby Interchange</td>
<td>25.0</td>
<td>12</td>
<td>19</td>
<td>6.3</td>
<td>1</td>
<td>18</td>
</tr>
<tr>
<td>LS5 - A6108 Queen Street / Dundas Street, Richmond</td>
<td>25.0</td>
<td>9</td>
<td>10</td>
<td>3.3</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td>LS5 - A684 Warby Crossroads</td>
<td>25.0</td>
<td>6</td>
<td>10</td>
<td>3.3</td>
<td>3</td>
<td>7</td>
</tr>
<tr>
<td>LS5 - A684 Market Place, Engate, Bedale</td>
<td>25.0</td>
<td>7</td>
<td>9</td>
<td>3.0</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>LS5 - A684 Brompton Road, Friargate to Town Roundabout exc Quaker Lane Junction, inc Friargate Roundabout</td>
<td>65.0</td>
<td>10</td>
<td>13</td>
<td>4.3</td>
<td>2</td>
<td>11</td>
</tr>
<tr>
<td>TC - B6271 Brompton on Swale</td>
<td>65.0</td>
<td>3</td>
<td>8</td>
<td>2.7</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td>TC - A6136 Catterick Village</td>
<td>65.0</td>
<td>9</td>
<td>11</td>
<td>3.7</td>
<td>6</td>
<td>5</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>320.0</strong></td>
<td><strong>89</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### LTP Local Safety Strategy
#### Scheme Programme - Year 1 - 2001/02

#### A64 Corridor Policy Sub Area 7

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Est. Cost (E£)</th>
<th>No. of Accidents 1997 - 99</th>
<th>No. of Casualties 1997 - 99</th>
<th>No. of Casualties per Year</th>
<th>Casualty Breakdown</th>
<th>Anticipated Yearly Casualty Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>All KST</td>
<td>All Slight</td>
</tr>
<tr>
<td>LS5 - Nil</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TC - B1257 Barton le Street</td>
<td>65.0</td>
<td>4</td>
<td>5</td>
<td>1.7</td>
<td>2</td>
<td>3</td>
</tr>
</tbody>
</table>

#### LTP Local Safety Strategy
#### Scheme Programme - Year 1 - 2001/02

#### A65 Corridor Policy Sub Area 8

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Est. Cost (E£)</th>
<th>No. of Accidents 1997 - 99</th>
<th>No. of Casualties 1997 - 99</th>
<th>No. of Casualties per Year</th>
<th>Casualty Breakdown</th>
<th>Anticipated Yearly Casualty Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>All KST</td>
<td>All Slight</td>
</tr>
<tr>
<td>LS5 - Nil</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TC - A6136 Keighley Road, Skipton exc. Skidworth/Coln Street and A6069/A531 blacksticks</td>
<td>130.0</td>
<td>35</td>
<td>44</td>
<td>14.8</td>
<td>2</td>
<td>37</td>
</tr>
<tr>
<td>TC - Embassy Village</td>
<td>27.0</td>
<td>4</td>
<td>4</td>
<td>1.3</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>157.0</strong></td>
<td><strong>48</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Five Year Programme for Road Safety Education, Training and Publicity.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Publish new 5 year Road Safety Plan (review Plan annually)</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Integrate Accident data with highway network</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Education Training and Publicity</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Evaluate pilot education/enforcement activity on seat belt use by children</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commence programme of regular monitoring of seat belt/restraint usage</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Increase provision of in car safety input at clinics and other locations</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Increase provision of specific educational resources and activities</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Re-assess with DES policy statement for schools</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Research use of ICT to support activities in schools</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Develop and public good practice guide for pre-driver training in</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>secondary schools and colleges</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Issue Guidelines for Child Pedestrian Training</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Introduce casual contracts for cycle training managers</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Monitor effectiveness of cycle training managers</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Promote Pass Plus through educational establishments</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Introduction of safe driving incentives for NYCC staff</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Publicise CBT provision</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Participate in national and regional publicity</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Participate in Community Safety Forums</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Roll out &quot;Make the commitment&quot; speed campaign</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
</tbody>
</table>
## NON-SAFETY IMPROVEMENTS ON NON-CORE TRUNK ROADS

<table>
<thead>
<tr>
<th>TRUNK ROAD</th>
<th>LOCATION</th>
<th>DESCRIPTION</th>
<th>ESTIMATED COST (£K)</th>
<th>PRIORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>A19</td>
<td>Shires Lane junction near Alne</td>
<td>Construction of deceleration and acceleration lane together with right turn facility</td>
<td>100</td>
<td>Year 1</td>
</tr>
<tr>
<td></td>
<td>Husthwaite junction near Cold Harbour Farm</td>
<td>Construction of deceleration lane and right turn facility</td>
<td>60</td>
<td>Year 1</td>
</tr>
<tr>
<td></td>
<td>New Parks to Warehills Lane</td>
<td>Improve road alignment and widening</td>
<td>150</td>
<td>Year 1</td>
</tr>
<tr>
<td></td>
<td>Tollerton crossroads</td>
<td>Drainage works</td>
<td>65</td>
<td>Year 1</td>
</tr>
<tr>
<td></td>
<td>North of Thormanby</td>
<td>Drainage works</td>
<td>25</td>
<td>Year 1</td>
</tr>
<tr>
<td></td>
<td>South of Thormanby</td>
<td>Drainage works</td>
<td>25</td>
<td>Year 1</td>
</tr>
<tr>
<td></td>
<td>Barby Mills</td>
<td>Cycle facilities</td>
<td>10</td>
<td>Year 1</td>
</tr>
<tr>
<td></td>
<td><strong>Sub Total</strong></td>
<td></td>
<td><strong>435</strong></td>
<td></td>
</tr>
<tr>
<td>A59</td>
<td>West of East Marton</td>
<td>Improve road alignment</td>
<td>200</td>
<td>Year 1</td>
</tr>
<tr>
<td></td>
<td><strong>Sub Total</strong></td>
<td></td>
<td><strong>200</strong></td>
<td></td>
</tr>
<tr>
<td>A63</td>
<td>Leeds Road, Selby</td>
<td>Verge Improvements</td>
<td>20</td>
<td>Year 1</td>
</tr>
<tr>
<td></td>
<td>Selby Bridge</td>
<td>Improved Signalling</td>
<td>50</td>
<td>Year 1</td>
</tr>
<tr>
<td></td>
<td>Lumby Crossroads</td>
<td>Improved Signalling</td>
<td>10</td>
<td>Year 1</td>
</tr>
<tr>
<td></td>
<td><strong>Sub Total</strong></td>
<td></td>
<td><strong>80</strong></td>
<td></td>
</tr>
<tr>
<td>A65</td>
<td>Skirbeck Farm, Near Settle</td>
<td>Realignment</td>
<td>400</td>
<td>Year 2</td>
</tr>
<tr>
<td></td>
<td>Giggleswick Station</td>
<td>Deceleration Lane</td>
<td>45</td>
<td>Year 2</td>
</tr>
<tr>
<td></td>
<td>Skipton - Ingleton</td>
<td>Public transport infrastructure upgrade</td>
<td>100</td>
<td>Year 2</td>
</tr>
<tr>
<td></td>
<td>Long Preston</td>
<td>Signing/lining/drainage works</td>
<td>50</td>
<td>Year 2</td>
</tr>
<tr>
<td></td>
<td>Coniston Cold Bridge</td>
<td>Traffic signals</td>
<td>60</td>
<td>Year 2</td>
</tr>
<tr>
<td></td>
<td>Settle Junction</td>
<td>Kerb and resurface</td>
<td>180</td>
<td>Year 2</td>
</tr>
<tr>
<td></td>
<td>Mearbeck</td>
<td>Drainage works</td>
<td>120</td>
<td>Year 2</td>
</tr>
<tr>
<td></td>
<td>Ingleton/Coniston Cold</td>
<td>Signing</td>
<td>80</td>
<td>Year 2</td>
</tr>
<tr>
<td></td>
<td><strong>Sub Total</strong></td>
<td></td>
<td><strong>1,035</strong></td>
<td></td>
</tr>
<tr>
<td>A1041</td>
<td>Brayton Lane/Barlow Common Lane</td>
<td>Cycle/Pedestrian facilities</td>
<td>40</td>
<td>Year 2</td>
</tr>
<tr>
<td></td>
<td>Carlton</td>
<td>Pedestrian Facilities</td>
<td>30</td>
<td>Year 2</td>
</tr>
<tr>
<td></td>
<td><strong>Sub Total</strong></td>
<td></td>
<td><strong>70</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>1,820</strong></td>
<td></td>
</tr>
</tbody>
</table>

### Footnote

The expenditure profile identified in the five year expenditure programme table (Appendix 2) is based on finance being made available for non-core trunk roads up to the period 2002/03.
The existing age profile of the Lighting Stock in the County shows that 40% of the columns are more than 30 years old. These are now showing signs of structural deterioration, especially the concrete columns and many are having to be replaced on an emergency basis due to structural failure. There are approximately 18,000 concrete columns remaining in the County and the County Council wish to replace them over a 10 year maximum period. The total cost is £10.8m over 10 years so an annual budget of £1.08m is envisaged for this project.

Additionally, many urban areas require large scale replacement programmes to cater for structural defects in ageing columns. The first year programme is detailed below:

<table>
<thead>
<tr>
<th>Location</th>
<th>Column height</th>
<th>Type</th>
<th>Age</th>
<th>Number</th>
<th>Replacement cost £k</th>
</tr>
</thead>
<tbody>
<tr>
<td>Malton</td>
<td>Various</td>
<td>Steel</td>
<td>30+</td>
<td>200</td>
<td>120k</td>
</tr>
<tr>
<td>Skipton</td>
<td>Various</td>
<td>Steel</td>
<td>30+</td>
<td>200</td>
<td>120k</td>
</tr>
<tr>
<td>Whitby</td>
<td>5m</td>
<td>Steel</td>
<td>30+</td>
<td>400</td>
<td>240k</td>
</tr>
<tr>
<td>Selby</td>
<td>8 + 10m</td>
<td>Concrete</td>
<td>30+</td>
<td>700</td>
<td>420k</td>
</tr>
<tr>
<td>Thirsk</td>
<td>Various</td>
<td>Steel</td>
<td>30+</td>
<td>175</td>
<td>100k</td>
</tr>
</tbody>
</table>

£1,000k
## CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Introduction</td>
<td>1</td>
</tr>
<tr>
<td>2. List of Issues Raised by the former Department of the Environment, Transport and the Regions</td>
<td>3</td>
</tr>
<tr>
<td>3. Conformity of the LTP with PPG3</td>
<td>7</td>
</tr>
<tr>
<td>4. Consistency of the LTP with Regional Planning Guidance</td>
<td>7</td>
</tr>
<tr>
<td>5. Review of the County Structure Plan and Local Plans</td>
<td>10</td>
</tr>
<tr>
<td>6. Synergy between the LTP and Other Programmes</td>
<td>12</td>
</tr>
<tr>
<td>7. Involvement of Partners and the Public</td>
<td>14</td>
</tr>
<tr>
<td>8. Rural Issues and Solutions</td>
<td>14</td>
</tr>
<tr>
<td>9. Accessibility for All</td>
<td>16</td>
</tr>
<tr>
<td>10. Delivery of Economic Objectives</td>
<td>17</td>
</tr>
<tr>
<td>11. The Forestry Industry</td>
<td>18</td>
</tr>
<tr>
<td>12. Noise, Air Quality and Greenhouse Gases</td>
<td>20</td>
</tr>
<tr>
<td>13. Countywide Publicity Strategy : Consultation</td>
<td>20</td>
</tr>
<tr>
<td>14. Travel Plans by Major Employers</td>
<td>21</td>
</tr>
<tr>
<td>15. Disability Issues</td>
<td>21</td>
</tr>
<tr>
<td>16. Condition of Principal Roads</td>
<td>22</td>
</tr>
<tr>
<td>17. Bridge Maintenance Strategy : Consultation</td>
<td>23</td>
</tr>
<tr>
<td>18. Pavement Management System</td>
<td>23</td>
</tr>
<tr>
<td>19. Strategy for Scarborough</td>
<td>24</td>
</tr>
<tr>
<td>20. Reliability of Public Transport Services</td>
<td>25</td>
</tr>
<tr>
<td>21. Public Transport Interchanges</td>
<td>25</td>
</tr>
<tr>
<td>22. Publication of “Daughter Documents”</td>
<td>26</td>
</tr>
</tbody>
</table>
APPENDICES

1. The County Council’s Supplementary “Bid”.

2. The DETR’s “Settlement” Letter and Annex A.


4. Main Elements of the County Council’s Public Transport Information and Publicity Strategy.

5. Report to NYCC’s Corporate Policy Committee on Determination of Integrated Transport Capital Programme Priorities.
SECTION 1

INTRODUCTION
1. INTRODUCTION

1.1 The Local Transport Plan 2001/2006 (the LTP) was prepared by North Yorkshire County Council in partnership with a wide range of transport providers and users, and with the participation of many other organisations in the public, private and voluntary sectors. It was the subject of wide public consultation during its formulation. The Plan, which embodied the County Council’s “bid” for transport-related funding for the years 2001/02 to 2005/06, was submitted to the (former) Department of the Environment, Transport and the Regions (DETR) in July 2000.

1.2 Subsequent to the completion of the LTP, the County Council was invited to submit a supplementary bid for additional funding. This further submission is reproduced as Appendix 1 to this document, the final page of which comprises tables showing:-

- details of the additional funding requested in the supplementary bid; and
- the County Council’s composite bid for transport-related funding for 2001/02 to 2005/06 in which the sums shown in the LTP and those included in the supplementary submission are amalgamated.

1.3 The Local Transport Capital Expenditure “Settlements” were announced in December 2000. The DETR’s settlement letter (and its Annex A) in response to North Yorkshire County Council’s LTP and supplementary bids are reproduced as Appendix 2. In Annex A the DETR identified certain aspects of the submitted LTP on which it felt clarification was necessary or on which the County Council was invited to undertake further work and/or provide additional information. A comprehensive list of these matters is provided in Section 2 of this report.

1.4 The purpose of this document is to address many of those items regarded as being omissions from the submitted LTP. However, those constituting (or including) some degree of progress since the submission of the LTP are addressed in the Annual Progress Report (Volume 4) or its Appendices (Volume 5). The sole exception to this it item No 34 – Major Capital Highway Schemes Review 2001, which is dealt with in a separate, stand-alone report (Volume 3).

1.5 Consequently, the full suite of documents is as follows:-

- Volume 1: The Local Transport Plan - July 2000
- Volume 2: Supplement to the Local Transport Plan - August 2001
- Volume 4: Annual Progress Report (APR) - August 2001
- Volume 5: Appendices to the APR - August 2001

Volumes 1 and 2 now comprise (when read together) a 2001 edition of the LTP for North Yorkshire.

1.6 Each of the issues discussed in Sections 3 to 22 of this report is dealt with under headings relevant to the item(s) identified in Annex A to the DETR’s settlement letter. Where appropriate, issues are grouped under common “theme” headings and are dealt with together.
SECTION 2

ISSUES RAISED BY THE (FORMER) DEPARTMENT OF THE ENVIRONMENT, TRANSPORT AND THE REGIONS IN THE SETTLEMENT LETTER DATED 14 DECEMBER 2000
2. ISSUES RAISED BY THE (FORMER) DEPARTMENT OF THE ENVIRONMENT, TRANSPORT AND THE REGIONS

2.1 The Government Office for Yorkshire and the Humber responded formally to the LTP for North Yorkshire by letter dated 14 December 2000. Following GOYH's assessment against the criteria set out in the DETR's published guidance for the preparation/formulation of LTPs, the following items were identified as being matters to be addressed in the first Annual Progress Report:-

1. * Demonstrate the precise mechanisms for monitoring and stronger links to Best Value.

2. Further consideration to be given to green and “soft” issues – make rural issues and solutions more prominent.

3. (a) Set out the appropriate condition of principal roads.

(b) Bridge maintenance strategy shows no evidence of consultation with interested bodies.

(c) * Little information has been given of what might be done with different levels of funding”.

4. Demonstrate the involvement of partners and the public in the actual development of the objectives.

5. The “daughter” documents perhaps should have been included in a separate Appendix.

6. The sustainability strategy needs to be clear on how the forestry industry operates and how their future requirements may be accommodated.

7. The accessibility strategy should demonstrate that all sectors are being covered – eg young people and their social and leisure requirements.

8. Surprising that the provisionally accepted major scheme features so little in the strategy for Scarborough.

9. Explore and report on the synergy that might be possible between the LTP programme and other programmes such as SRB, ERDF and others.

10. Statement to be made on the reliability of public transport.

11. Consider how economic objectives will be delivered and progress measured.

12. * Take forward the progress with unconventional methods of public transport.
13. *(a)* Comment on progress made with TOCs, Railtrack and SRA on the development of rail services in a way which maximises their role in North Yorkshire’s public transport network.
*(b)* More consideration of new rail stations and provision of dedicated bus/taxi links between rail stations and communities.

14. * Provide an update on working with WYPTE on cross-boundary issues, especially through-ticketing initiatives.

15. * More fully address the issue of taxi-buses and shared car hire schemes.


18. * Progress the new Road Safety Plan – the LTP shows much progress over the provisional plan but still lacks detail.

19. *(a)* Report on charges for on-street parking being used to improve transport facilities in Harrogate and Scarborough.
*(b)* Report on travel awareness as a means of influencing behaviour and thus helping to bring about a reduction in travel demand.

20. * There appears to be a general lack of strategy/implementation programme for public transport interchanges.

21. * Mention exploring the opportunities to develop the themes in the RTS, particularly in relation to modal shift and the use of high speed rail links.

22. * Comment on PPG3 and its main thrust of using brownfield land rather than greenfield and concentrating development in sustainable locations in main settlements.

23. * Indicate a programme for the updating of Development Plans.

24. * Clarify how consultation on the Countywide Publicity Strategy was carried out and what the overall strategy is.

25. * Explain how the initiatives are to be implemented in references to Target Programmes and Travelwise in respect of Travel Plans by major employers. A target encouraging only 25% of organisations to have some element of green travel by the end of the Plan period is not very demanding. Be more positive in seeking improvement.
26. * Reference to the future effects on air passenger and freight traffic is essential. The County Council should continue to work closely with neighbouring authorities, airport operators and other transport service providers to help to achieve the targets set out in surface air strategies.

27. Some disability issues have been identified but not quantified. An audit of stations and facilities is needed.

28. Little consideration has been given to the issue of access to jobs for socially excluded people. Social exclusion is a wider issue than elderly and infirm people.

29. In view of the very rural nature of the County, with many low-income socially excluded people living in remote locations, action points are needed that can be used as targets or indicators.

30. (a) No targets given for noise reduction.

(b) There is a list of monitoring sites for air quality but again no targets. This work needs bringing together and evidencing.

31. Reference is needed to target levels for the reduction of greenhouse gases that can be achieved in the Plan period.

32. (a) * Provide a priority list to demonstrate how you are tackling the principal road maintenance problem.

(b) Mention whether the County Council is working towards developing/issuing a Pavement Management System. This will be crucial in future years to provide evidence for continued funding.


34. ** Re-appraise the major schemes in the Council’s reserve list.

35. * Indicate clearly how the roads to be de-trunked are to be fitted into the local road hierarchy and address the issue of how any integrated transport needs are to be taken forward.

36. The LTP does not identify the scale and location of “rural” issues strongly enough – village size, rural population, distances to employment areas or levels of social exclusion. There are references to possible action but no proper targets or milestones. Problems and possible solutions should be better identified.

37. Freight Quality Partnerships – work needs to be expanded to take on board the needs of the timber industry.
38. * Report progress on the whole issue of undertaking an audit of existing rail lines to identify infrastructure limitations and potential rail freight sites.

* Items dealt with in Volume 4

** Item dealt with in Volume 3
SECTIONS 3 TO 21

RESPONSES TO THE ISSUES RAISED BY THE (FORMER) DEPARTMENT OF THE ENVIRONMENT, TRANSPORT AND THE REGIONS
3. **CONFORMITY OF THE LTP WITH PPG3**

22. Comment on PPG3 and its main thrust of using brownfield land rather than greenfield and concentrating development in sustainable locations in main settlements.

3.1 The PPG3 requirement for local planning authorities to apply a sequential approach to the identification of land for housing entails giving priority to the re-use of previously developed (“brownfield”) sites located within the existing fabric of urban areas. Allocating previously undeveloped (“greenfield”) land on the edge of settlements is to be regarded as a last resort when other more sustainable urban locations cannot be identified. The sequential approach is a key feature of the new Regional Planning Guidance for Yorkshire and Humberside due to be published in late 2001 as is the provisional target for the proportion of development needs to be located on “brownfield” land within urban areas. For the North Yorkshire Sub-Region this target has been set at a challenging 53% of all new housing growth. Completion of urban capacity studies will give a clearer indication of the ability to achieve the target over time.

3.2 The use of previously developed land within urban areas is a key component of the policy to minimise the loss of greenfield sites and to concentrate development and population in areas where maximum opportunities exist to promote public transport and other non-car based modes of travel. Development plans in the County will regard this strategic national and regional guidance as a starting point for the review process.

3.3 The North Yorkshire Joint Structure Plan currently in preparation will promote land use and related transport policies which are consistent with the guidance in PPG3. The provisions of the LTP reflect this guidance and are consistent with the emerging Joint Structure Plan.

4. **CONSISTENCY OF THE LTP WITH REGIONAL PLANNING GUIDANCE**

21. Mention exploring the opportunities to develop the themes in the RTS, particularly in relation to modal shift and the use of high speed rail links.

4.1 At the time the Local Transport Plan was submitted, Draft Regional Planning Guidance prepared by the Regional Assembly for Yorkshire and Humberside had only recently been submitted to the Secretary of State for the Environment, Transport and the Regions. The submitted Draft was the subject of a Public Examination in front of an independent Panel during June/July 2000. The Panel submitted its report and recommendations to the Secretary of State in October 2000. The Secretary of State published a revised draft version of RPG for consultation purposes over a twelve week period in March 2001, incorporating the changes he proposed to make before it is finally approved and issued as RPG12. Final RPG is expected to be published in Autumn 2001.
4.2 The Panel's report to the Secretary of State congratulated the Region on the collaborative working achieved during the preparation of Draft RPG and the changes they proposed largely consisted of constructive suggestions for improving and clarifying the key messages and proposals in the document. The vision, objectives and strategic themes set out in Draft RPG were largely endorsed by the Panel as was the overall spatial strategy for creating a more sustainable region and achieving urban and rural renaissance by focusing development on the Region's main towns and cities. This approach remains essentially unaltered.

4.3 The Secretary of State's proposed changes reflect the Panel’s approach and he proposes to accept most of its recommendations without significant amendment. The County Council had previously felt able to accept most of the changes to the submitted Draft RPG recommended by the independent Panel, assessing them as either adding value or being broadly neutral in terms of their impact on North Yorkshire. As a result no major objections or representations were deemed to be necessary.

4.4 The objectives of RPG's Regional Transport Strategy (RTS) are derived from the key objectives for RPG as a whole, expanding on those aspects most open to influence by transport policies and decisions. The principal message is the need to achieve the closest possible integration of transport with land use planning in order to support sustainable patterns of development, support regeneration and economic growth, reduce the impact of traffic and travel on the environment and to improve access to opportunities in ways that are equitable and socially inclusive. In order to achieve these objectives the RTS looks to the transport system/infrastructure to integrate the operation of different transport modes, make efficient use of existing transport resources, promote safety, minimise energy consumption, have a positive impact on reducing air pollution and to be affordable and achievable in practical terms.

4.5 More specifically, in the context of extensive rural areas like North Yorkshire, the RTS recognises that the lack of a comprehensive public transport network is a key problem and that a flexible approach to providing for the community's transport needs is required. Specifically, it recognises that the potential for using public transport, cycling and walking in rural areas is more limited than in urban areas due to the dispersed pattern of demand. While considerable efforts continue to be made to co-ordinate the various transport services operating in rural areas – eg post buses, school buses, dial a ride, community buses – to provide a basic level of service, it is likely to remain the case that a relatively high number of all trips made will be by private car.

4.6 The RTS identifies that future policy should in the short term provide for better provision and co-ordination of innovative bus and dial a ride type services in areas of identified need. It also recommends better co-ordination of transport services such as extension of the Rural Transport Partnership scheme and improved waiting and interchange facilities. Rural Bus Subsidy Grant and Rural Transport Partnership Schemes have provided funds to be used as revenue to support such services but at the moment the Rural Bus Subsidy Grant is available only to 2004. There are concerns about identifying replacement revenue funding to sustain new services after that date.
4.7 In conclusion, the North Yorkshire Local Transport Plan is essentially pursuing the same broad objectives as those identified in RPG and is continuing to expand the level and frequency of public transport services available to local communities across the County utilising both conventional and, where appropriate, innovative services. The draft RPG transport policies particularly relevant to North Yorkshire are summarised below together with the key initiatives in the LTP which support and develop these regional themes.

**RPG Policy 1 : Personal Transport**
Develop policies to increase choice between transport modes and ease of access to public transport, cycling and walking including access needs of disabled people.

LTP Initiatives:
- More accessible bus and rail services;
- New rail halts and studies for re-opening disused lines;
- Community transport schemes;
- Improved facilities at bus stops and rail stations;
- Concessionary fare schemes;
- Easier through-journeys;
- Improved frequency and reliability of bus services;
- Bus priority measures;
- Better travel information;
- Pedestrian and cycling strategies;
- Local travel awareness campaigns; and
- Development of a strategy for the disabled.

**RPG Policy T2 : Freight Transport**
Develop an integrated freight distribution system.

LTP Initiatives:
- New interchange facilities;
- Intermodal terminals;
- Studies for re-opening disused lines;
- Development of Freight Quality Partnerships; and
- Establishment of a lorry route database.

**RPG Policy T3 : Transport in the Main Urban Areas**
Promote investment in public transport, traffic calming, cycling and pedestrian safety, parking policies, and park and ride.

LTP Initiatives:
- Improvement in bus and rail stations:
  - Quality bus corridors;
  - Cycling and pedestrian strategies for all urban areas; and
  - On-street parking charges and park and ride proposals in Harrogate and Scarborough.
RPG Policy T4/5: Transport in Rural Areas and Market Towns
Invest in public transport, traffic calming, cycling, pedestrian and other safety measures, bypasses, parking strategies, and innovative rural transport schemes.

LTP Initiatives:
- Development of Traffic Management Strategies including parking for all market towns;
- Quality bus corridors;
- Enhancement of bus and rail stations;
- Traffic calming;
- Pedestrian and cycling strategies for market towns;
- Community transport schemes; and
- Review of bypass schemes.

RPG Policy T5A: Tourism-related transport measures
Develop initiatives to maximise use of public transport, cycling and walking.

LTP Initiatives:
- Separate Policy Sub-Areas are defined for the two National Parks and for Scarborough/Filey with policies and proposals aimed at encouraging alternative modes of transport.

RPG Policy T7: Investment Priorities
Invest in strategic road, rail, air, water and sea links.

LTP Initiatives:
- Support for improvements to strategic road links (e.g., A1, A66 and A64);
- Support for SRA and Railtrack proposals;
- Involvement in the franchising process;
- Joint initiatives for station improvements;
- Studies for re-opening disused rail lines; and
- Consideration of increased use of waterways for freight.

4.8 Summary
The LTP is consistent with the regional approach to transport as envisaged in the current draft RPG. When RPG is formally adopted, the LTP will be reviewed as part of the annual monitoring procedure to ensure that this consistency is maintained.

5. REVIEW OF THE COUNTY STRUCTURE PLAN AND LOCAL PLANS
23. Indicate a programme for the updating of Development Plans.

5.1 Consultation on draft spatial development options for North Yorkshire has already been completed. A Consultation Draft Review of the North Yorkshire Structure Plan is expected to be published in mid-2002. A Deposit Draft version is expected to be available early in 2003.
Progress is dependent on the willingness of the four partner authorities to agree the form and content of the Plan at each major stage in its development without reference back to the Joint Advisory Panel of Members/Officer Working Groups for further work to be undertaken.

5.2 The Review covers the period up to 2016. The area covered by the Plan embraces the County of North Yorkshire, including the City of York and includes those parts of the National Parks extending respectively into Redcar and Cleveland and Cumbria.

5.3 The review has significant implications for transport policy in North Yorkshire. The emerging objectives are to promote a land use/transport strategy that can curb unrestrained traffic growth and promote the use of more environmentally friendly modes of travel. Policies will also promote better and more efficient use of existing transport infrastructure, secure better integration between different transport modes and strongly emphasise the relationship between land use decisions and their traffic and transport implications. These longer term Structure Plan objectives for transport are incorporated in the Local Transport Plan.

5.4 The Draft Vision for the Joint Structure Plan is to secure a quality of life across the Plan area that is sustainable in the long term and provides for:-

- a healthy and safe environment for residents and visitors to the area;
- an environment that is ecologically sound, visually attractive and free of harmful pollution;
- good quality and affordable housing available to all sections of the local community;
- a robust and diverse economy offering employment opportunities to all those residents seeking work;
- maximum levels of accessibility to a wide range of locally based services and facilities;
- a transport network that is integrated, increasingly energy efficient and accessible to all sections of the community;
- maintenance of local character and distinctiveness; and
- responsible and efficient use of the natural and non-renewable resources of the Plan area.

5.5 In practice this represents further development of the strategy underpinning the existing North Yorkshire County Structure Plan adopted in October 1995.

5.6 The County Council is also responsible for preparing and adopting a Minerals Local Plan and a Waste Local Plan.

5.7 The North Yorkshire Minerals Local Plan was adopted in December 1997 and relates to the period up to 2006. It includes policies for the extraction and processing of minerals, restoration of disused and worked out sites and the transportation of minerals to their market destinations. It interprets sustainable development principles as they apply to mining and quarrying and, in transport terms, seeks to maximise the movement of mineral products by rail and commercial waterway. Where this is not practicable, the Plan seeks to minimise the adverse effects of bulk transport by road.
5.8 The North Yorkshire Waste Local Plan is currently being prepared. A draft for consultation was published in May 2000. It relates to the period up to 2006. It sets out policies to manage the disposal of a wide range of waste products and materials. In line with current National policy it seeks to minimise the amount of waste generated, to increase the re-cycling and re-use of waste materials, to dispose of waste close to its point of origin and to minimise the environmental impact of waste disposal, particularly where landfill is the chosen option.

5.9 Local Plans have been prepared by the seven North Yorkshire District Councils and by both National Park Authorities. All cover the period up to 2006. Most have now progressed through the various statutory procedures leading to formal adoption. Those that have yet to be formally adopted have progressed beyond the Public Local Inquiry stage. Some are already moving into the review process and will be rolled forward to 2016 in line with the review of the Joint Structure Plan.

5.10 All development plan work in the County seeks to further the principles of sustainable development and to achieve closer integration between land use planning and transport in the context of adopted County strategic policy as expressed in the County Structure Plan and the Local Transport Plan. Close liaison is maintained between the County Council and District Councils/National Park Authorities to ensure that plans and policies are compatible and consistent with one another and that there is a common approach to the integration of land use with transport. The County Council certifies Local Plans as being in general conformity with the Structure Plan.

5.11 Complementary planning policies in Local Plans support the Local Transport Plan by promoting housing and employment development in the main urban areas and market towns, where it can most readily be serviced by public transport, locating major generators of travel demand in town centres, giving increasing priority to cycling and walking and introducing greater controls over the provision and management of car parking.

6. **SYNERGY BETWEEN THE LTP AND OTHER PROGRAMMES**

9. Explore and report on the synergy that might be possible between the LTP programme and other programmes such as SRB, ERDF and others.

6.1 The LTP does not stand-alone. It is part of a wider set of policies and programmes designed to improve the social and economic circumstances of the North Yorkshire community while protecting and enhancing the natural environment and natural resources of the County. A great many general and sectoral national and trans-national programmes have been developed in recent years.

6.2 Many of the rural and coastal areas are eligible to receive assistance under the ERDF as Objective 2. Programmes seek to address the need for regeneration in rural areas suffering from decline by helping them to diversify. While the focus is on economic development in rural areas this is increasingly linked to social, cultural and environmental objectives, including the need to improve accessibility to services.
Eligible projects include improved public transport access as well as improvements to road, rail and inland waterway networks where they support the development of business and tourism.

6.3 The Single Regeneration Budget provides resources to support schemes carried out by local regeneration partnerships. Priority is afforded to schemes that enhance the quality of life of local people in areas of need by reducing the gap between deprived and other areas and between different groups. Eligible initiatives include those that address social exclusion and improve the opportunities available to the disadvantaged, support and promote growth in local economies and businesses and improve and protect infrastructure. From 2001/02 there will be no further national rounds of SRB. Regional Development Agencies will meet their commitment to SRB rounds 1 – 6 and then be able to use uncommitted funds to take forward schemes that help to deliver Regional Economic Strategies.

6.4 At regional level “Yorkshire Forward”, the Regional Development Agency for Yorkshire and Humberside, has published its Regional Economic Strategy “Turning the Vision into Reality”. This has six prime objectives:-

- To grow the region’s businesses in key economic sectors and create a radical improvement in their competitiveness and contribution to the wealth of the region;
- To achieve higher business births and survival rates that create a radical improvement in the number of new competitive businesses that last;
- To attract and retain more investment by providing the right product for investors and more effective marketing of the region;
- To achieve a radical improvement in the development and application of education, learning and skills, particularly high quality vocational skills;
- To implement targeted, community-based regeneration programmes that improve the living standards of the region’s most deprived and excluded communities; and
- To get the best out of the region’s physical attributes and conserve and enhance its environmental assets.

6.5 In predominantly rural areas like North Yorkshire the consequent programmes concentrate on specific initiatives. The main thrust is in support of market town regeneration, reflecting the Government’s commitment in the Rural White Paper designed to help market towns manage the process of change. Priority is given to promoting the growth of indigenous businesses, targeting niche and specialist markets (eg food, drink and craft products), promoting more e-business, encouraging community enterprise and targeting rural poverty.

6.6 In North Yorkshire, the market towns of Bentham, Malton/Norton, Pateley Bridge, Thirsk and Whitby have already been selected for regeneration in a programme led by the Regional Development Agency, the Countryside Agency and other partners (including Action for Market Towns).
7. INVOLVEMENT OF PARTNERS AND THE PUBLIC

4. Demonstrate the involvement of partners and the public in the actual development of the objectives.

7.1 The objectives for transport set out in the Local Transport Plan have been developed from the County Council’s Corporate Priorities, the overall purpose of which is to improve the quality of life for everyone who lives in, works in or visits North Yorkshire and to provide high quality public services. The Corporate Priorities were defined following examination of the way the County Council delivers its services and what benefits people should get from them and by asking the public directly to define what they believe should be the Council’s priorities.

7.2 The County Council consulted 111 key regional and local stakeholders representing transport users/operators, local businesses, local organisations and other interested groups, seeking their views on the specific transport issues needing to be addressed in North Yorkshire and the transport objectives which ought to underpin the LTP. The County Council similarly consulted all of the Town and Parish Councils in North Yorkshire. Some 88% of the Town and Parish Councils and 72% of the other key stakeholders who responded agreed with the objectives proposed for the Plan. The results of the consultation exercises carried out are summarised in Appendix 3 to the Local Transport Plan.

7.3 The review of the Structure Plan will provide a further opportunity for the involvement of the general public and stakeholders in the review/revision of all transport-related objectives and policies.

8. RURAL ISSUES AND SOLUTIONS

2. Further consideration to be given to green and “soft” issues – make rural issues and solutions more prominent.

28. Little consideration has been given to the issue of access to jobs for socially excluded people. Social exclusion is a wider issue than elderly and infirm people.

29. In view of the very rural nature of the County, with many low-income socially excluded people living in remote locations, action points are needed that can be used as targets or indicators.

36. The LTP does not identify the scale and location of “rural” issues strongly enough – village size, rural population, distances to employment areas or levels of social exclusion. There are references to possible action but no proper targets or milestones. Problems and possible solutions should be better identified.

8.1 The County Council was surprised to see these comments since rural issues and actual and potential solutions are a significant feature of the Local Transport Plan. They are addressed both in general terms in Section B [“An Integrated Transport Strategy for North Yorkshire”] and in more specific terms in Section C [“Local Area Implementation”] for the eight policy sub areas, six of which comprise essentially rural areas.
Each of these sub area statements incorporates a factual description of the area (including population and economic data), a review of problems and opportunities, local objectives and a strategy describing the measures being (or proposed to be) taken in addressing the identified problems and meeting the stated objectives.

8.2 The County Council's draft strategy on social exclusion was prepared as a discrete, free-standing document. However, this important work is now being pursued as an integral part of the formulation of (wider) Local Strategic Partnerships and the authority's duty to prepare Community Plans. Further progress in this connection will be reported in future APR's, together with commentary as to the ways in which the implementation of the policies and proposals of the LTP and Community Plans will each serve to complement and assist in the realisation of the aims and objectives of the other.

8.3 Bearing in mind the location and role of country towns, the dispersed pattern of small villages, the needs and aspirations of the rural population and the known but difficult-to-measure nature of social exclusion the strategy for rural areas will seek to:

- Address social exclusion and isolation due to lack of travel options/opportunities by identifying and expanding public transport development opportunities;
- Locate the majority of new housing, employment and social/community development in the market and other towns while accepting small scale rural, particularly farm, diversification and the need for continued village scale housing and other development;
- Improve the public transport accessibility of the market towns and other towns from smaller settlements located within their respective rural hinterlands;
- Exceed the target set in the Rural White Paper for the proportion of the rural population living within about 10 minutes walk of an hourly bus service – ie a minimum of 42% by 2004 and 50% by 2010;
- Improve the public transport links between the main urban areas and country towns and the wider regional and national transport networks;
- Ensure that services from rural hinterlands into market towns link better into services providing access to other market towns and the regional/transport networks;
- Use unconventional forms of transport where conventional commercial bus services are not possible – eg include post buses, community buses, dial a ride taxi services;
- Provide better up to date travel information, ticketing and interchange facilities for all types of public transport users;
• Combine transport services to enable a number of trip functions to be undertaken together. This involves working with local health authorities, public transport operators and community transport groups to examine ways of introducing more flexibility in responding to the transport needs of rural people. This includes looking at how school transport and social services transport can be integrated with local bus services to enhance access for different sections of the community. Other initiatives to be examined include car schemes to provide accessibility for non-car owners, taxi-bus schemes to enable young people to access employment opportunities and involving local people, community and voluntary organisations and the commercial sector in designing rural bus schemes and innovative services;

• Appoint a Rural Transport Development Officer to facilitate the introduction of such schemes using Rural Bus Grant and the Rural Transport Partnership Fund;

• Set maximum car parking standards for new development in rural areas at realistic levels that reflect a likely continued high level of car dependency and the prospects for public transport accessibility of particular locations;

• Reduce the impact of heavy volumes of recreational car traffic in the North York Moors and Yorkshire Dales National Parks;

• Minimise the impact of commercial forestry vehicles on the rural road network;

• Define a network of quiet lanes to make them more attractive for walking, cycling and horse riding.

9. ACCESSIBILITY FOR ALL

7. The accessibility strategy should demonstrate that all sectors are being covered – eg young people and their social and leisure requirements.

9.1 The Local Transport Plan aims to maximise the accessibility of transport to all sectors of the community, but particularly those who do not have access to or the use of a private car and who therefore rely on some form of public transport being available at the right times and at an affordable price. At the same time the Plan seeks to provide choice and opportunity for those who have access to a car to change to a more environmentally friendly mode of travel. The chapter on accessibility in the Local Transport Plan concentrates on addressing mobility impairment and on improving accessibility by cycling and walking.

9.2 The needs of other groups in society are important. These are stressed in paragraph 4.1.1 of the LTP which refers to the fact that steps taken to improve mobility for all will benefit women, the able elderly, children and low income groups who require access to employment and local facilities to ensure an acceptable lifestyle. It also emphasises that the provision of safe, secure and accessible travel is important.
Such an approach will help combat social exclusion wherever it exists by providing all those who need to travel, for whatever purpose, with the means to do so. This includes young people in pursuit of their educational, social, recreation and leisure requirements and aspirations and any other recognised group in society.

9.3 The County Council will continue, through its commissioning of public transport services, to promote the targets set out in Appendix 1 of the LTP.

10. DELIVERY OF ECONOMIC OBJECTIVES

11. Consider how economic objectives will be delivered and progress measured.

10.1 In partnership with other organisations such as the Regional Development Agency (Yorkshire Forward) and the Economic Development Units of the Borough and District Councils, the County Council actively promotes the economic well-being of North Yorkshire. It does this through a range of measures which focus on certain economic activities or on particular areas of North Yorkshire. Economic development in North Yorkshire is integrated with development plans and shares a number of mutual objectives with the LTP.

10.2 The environment of North Yorkshire is largely rural and unspoilt, particularly the two National Parks; three designated Areas of Outstanding Natural Beauty; and the Heritage Coast. But the countryside is also a living and working environment, and this and the economy are inextricably linked. A sustainable future for these areas is, therefore, dependent on recognising and developing this link. The quality of this environment is important to tourism, which now forms a significant part of the North Yorkshire economy. The focus of the County Council’s economic strategy in respect of these areas is to stimulate appropriate forms of economic activity and at the same time support environmental protection and management.

10.3 For some time, one of the principal economic development objectives has been to focus attention on established communities and to develop opportunities for business development and for local employment. One of the ways this has been achieved is by providing land and premises for such purposes in most towns in the County. Consultation meetings held by the County Council in July and August 1999 revealed that some communities in North Yorkshire felt removed from the regeneration process and wanted more control. Further consultation meetings were held in Spring and Summer 2000.

10.4 As a result, a co-ordinated approach is being taken to look at the needs of 29 identified communities throughout North Yorkshire. These are loosely formed around the principal market towns. In an effort to promote and facilitate rural development the County Council, jointly with the District Councils, National Park Authorities, the Country Landowners Association and National Farmers Union, has published a Planning Guide for Farm Diversification. This was formally launched in November 2000 and has been widely distributed through farming and local authority networks. It contains specific advice on the transport aspects of obtaining planning permission. It can be read on the County Council’s website.
Detailed consideration is being given to the measurement of outputs and progress generally in the delivery of economic objectives. Some of this links closely to work on the administrative requirements of Objective 2 and the new Structure Plan. Updates will be provided in future LTP Annual Progress Reports.

**11. THE FORESTRY INDUSTRY**

6. The sustainability strategy needs to be clear on how the forestry industry operates and how future requirements may be accommodated.

37. Freight Quality Partnerships – work needs to be expanded to take on board the needs of the timber industry.

11.1 The County Council commissioned specialist consultants to develop a comprehensive freight strategy for North Yorkshire. One of the key requirements was to produce a draft report suitable for inclusion in the LTP and for consultation purposes. Amongst the list of key stakeholders identified in the brief was the Timber Growers Association. This first stage report led to:

- the adoption of a Freight Strategy document (one of the “daughter documents” to the LTP);
- the adoption of LTP targets to establish three Quality Freight Partnerships during the life of the Plan; ensure that at least 90% of the County's bridges were capable of accommodating 40-tonne vehicles by 2006 and the establishment of a lorry-routing database during the first two years of the Plan.

11.2 The consultant’s final report – “LTP Freight Strategy Supporting Document” was completed in November 2000. This recommends the formation of a number of Freight Quality Partnerships for three of the County’s urban areas and in respect of five specific “commodity groups”, one of which is the timber industry. The report notes that these (timber) operations are concentrated in the two National Park areas, and comments that the nature of the industry is such that short concentrated periods of activity are needed spread over a number of locations. A partnership approach is recommended, encompassing the National Park Authorities, the relevant highway representatives from the County and District Councils, and the forestry industry.

11.3 This report draws on experience from elsewhere in the country and suggests specific means of addressing the issue of forestry-related traffic. These include:

- Temporary signing of advisory lorry routes from the primary road network to the point of tree felling;
- Standards of cleanliness and maintenance of lorries for those goods vehicle operators contracted to remove timber; and
• Leafleting of communities directly affected by heavy vehicle movements to provide advance warning of the felling season along with a contact number for members of the public to address any complaints.

11.4 It is generally acknowledged that, in the immediate pre and post war years, the impetus to make the country self sufficient in timber was such that much non-productive land was used for forestry regardless of any reasonable criteria on harvesting. The result is that much of the viable timber in remote areas will now have to be extracted along routes totally unsuited for the scale of vehicles which need to be employed. It is anticipated that vehicles of 40 or 41 tonnes gross weight will be used to (a) import stone to forested areas to allow the construction of forest haul roads, and (b) vehicles of similar scale will be used to abstract the felled timber and haul it to appropriate production centres.

11.5 The traditional stance of the County Council has been that any damage caused by forestry operations to the minor road network will be treated as extraordinary damage under Section 59 of the Highways Act 1980 and the cost of the rectification of that damage will be claimed from the companies concerned. Efforts to determine structurally sound routes for the abstraction of timber and designating them as preferred haul routes has met with limited success but nevertheless will be pursued. There is growing recognition in the forestry industry that the designation of haul routes can not be left to become part of the harvesting process. Discussions are ongoing with forestry interests on the design and scoping requirements for new forests including the requirement that, as far as possible, access routes to suitable highways should be pre-determined.

11.6 In the event that recognised haulage routes are devised, they will be used as effectively as possible in the timber harvesting operation. There will, however, still be a requirement (although hopefully on a reducing scale) to upgrade some of the more rural and restricted carriageways which may be necessary for haulage purposes. The narrow profit margins on timber products may, in certain circumstances, preclude upgrading work being undertaken by the industry and contributions from third parties may not be forthcoming. In such circumstances, it may be necessary to identify funds from the LTP in order to secure viable haul routes for forestry use.

11.7 The consultant’s final report (referred to in 11.2 and 11.3 above) discusses the case for the transfer of particular commodities (including timber) to rail, and makes policy recommendations in respect of these industries. It goes on to advise that “investigation should be carried out in conjunction with Railtrack into the restoration of rail freight facilities at (inter alia) Ribbleshead/Garsdale (for timber extraction) and Rylstone (timber extraction at Tilcon loading point)”. It further recommends that support should be given to the North Yorkshire Moors Railway for a detailed investigation into the potential sites for timber loading. This report was received after the submission of the LTP for North Yorkshire.

11.8 The County Council has now recruited a “Freight Officer” to carry forward this work as well as the development of Quality Freight Partnerships and a lorry-routing database. Progress will be reported in future Annual Progress Reports.
12. **NOISE, AIR QUALITY AND GREENHOUSE GASES**

30. (a) No targets are given for noise reduction.

(b) There is a list of monitoring sites for air quality but again no targets. This work needs bringing together and evidencing.

31. Reference is needed to target levels for the reduction of greenhouse gases that can be achieved in the Plan period.

12.1 The extent to which the County Council recognises the adverse impact of the transport sector (particularly road traffic) on noise pollution, air quality and greenhouse gas emissions is clearly set out in Section B, Chapter 9 of the LTP. This also sets out the County Council’s support for national objectives and targets for achieving a significant reduction of the harmful effects of traffic on environmental quality.

12.2 Given the largely rural character of North Yorkshire, the County Council did not consider it appropriate to establish specific County-wide targets concerning traffic-related noise, air quality or greenhouse gas emissions in the LTP. Notwithstanding this, specific measures to address these issues are set out in para 9.3 of the LTP. Appropriate area-based strategies and objectives are also put forward which recognise the importance of minimising environmental damage caused by traffic (Section C). Many of the LTP objectives and targets seek more sustainable arrangements which will serve to further this overall aim. Examples are reducing dependency on private cars, promoting public transport services, and encouraging walking and cycling.

12.3 The County Council is an active member of the District Council led North Yorkshire Air Quality Liaison Group. It is taking a keen interest in the results of these Authorities’ Stage 2 (and 3 where appropriate) Air Quality Assessments undertaken under Part IV of the Environment Act 1995. It will take appropriate action, if and when this proves necessary, and if the results of these Assessments warrants it. This could result in the adoption of additional formal LTP objectives/targets in the future should it prove necessary to declare any Air Quality Management Areas in the County.

12.4 The County Council will take full account of the need to reduce noise and air pollution and the emission of greenhouse gases in the design and implementation of all traffic management measures and other transport-related schemes and policies. Additionally, work on the joint structure plan review has established that it is appropriate to include objectives/policies regarding air quality and reducing the emission of greenhouses gases.

13. **COUNTYWIDE PUBLICITY STRATEGY : CONSULTATION**

24. Clarify how consultation on the Countywide Publicity Strategy was carried out and what the overall strategy is.

13.1 Following publication of the Transport Bill in January 2000, the County Council prepared a draft Public Transport Information and Publicity Strategy for the purposes of consultation (in accordance with the provisions of the Bill).
This was listed as one of the 12 “daughter documents” in Appendix 7 to the County Council's LTP. Copies of these documents were supplied to the (former) DETR shortly after submission of the LTP, and were made available to other parties (including the general public) on request. Hence, details of the draft strategy itself have been freely available since (say) August 2000.

13.2 In the meantime, consultations on the draft strategy were undertaken in May 2000 in accordance with Government's guidelines (ie with Bus and Rail Operators; Parish Councils; Disabled Groups and Community Transport Providers as well as the general public). A table setting out the main elements of the County Council's Public Transport Information and Publicity Strategy is provided in Appendix 4 to this document.

14. TRAVEL PLANS BY MAJOR EMPLOYERS

25. Explain how the initiatives are to be implemented in references to Target Programmes and Travelwise in respect of Travel Plans by major employers. A target encouraging only 25% of organisations to have some element of green travel by the end of the Plan period is not very demanding. Be more positive in seeking improvement.

14.1 The County Council takes an active role in National Travelwise and European (TARGET) initiatives to promote Company Travel Plans. Specific contributions include an outline evaluation spreadsheet and an improved questionnaire compiled with expert assistance from Sunderland University. All large companies in North Yorkshire will be actively targeted.

14.2 Travel Plans are becoming a required component of planning applications for significant development in accordance with the requirements of PPG13. In addition to large employers, a contact management database has been created that will facilitate mass action approaches to other clusters of employers. This database will also ensure that the County Council can positively manage the process to achieve at least 25% of all large organisations to have the maximum level of applicable green travel measures in place by 2005.

14.3 Depending on the rate of success achieved in meeting the LTP target in respect of this initiative, consideration will be given to the adoption of a revised, more demanding, target in order to maintain (and, if possible, increase) the impact it has on reducing reliance on the car in favour of alternative modes of transport to/from the workplace. Future APR’s will report further on this matter.

15. DISABILITY ISSUES

27. Some disability issues have been identified but not quantified. An audit of stations and facilities is needed.

15.1 Work/research aimed at ascertaining the full extent of transport-related problems facing disabled persons is ongoing in association with the County Council’s many partners, and in conjunction with the many other relevant
initiatives aimed at reducing the identified disadvantages suffered by those concerned. Progress in identifying the scale of such problems will be reported in future APR’s, together with the initiatives being pursued to address them.

15.2 Specialist consultants have been commissioned to undertake detailed accessibility audits of all 47 rail stations in North Yorkshire by March 2002 (see item A.6 in the Progress Table in Section 3 of LTP Volume 4: Annual Progress Report). These assessments will enable the County Council to formulate proposals to improve access to, and facilities at, rail stations for the disabled. This work has already commenced and the consultants’ report on the station at Ribblehead on the Settle – Carlisle line (commissioned jointly with the West Yorkshire Passenger Transport Executive).

15.3 Audits of accessibility for disabled persons to, and facilities at, all bus stations in North Yorkshire are also to be undertaken. The results of such studies will similarly be used to influence schemes for the improvement of access/facilities at bus stations. Progress on work programmes for improvements at both rail and bus stations will be reported in future APR’s.

16. CONDITION OF PRINCIPAL ROADS

3. (a) Set out the appropriate condition of principal roads.

16.1 The principal road condition data available for the prioritisation of work programmes is as follows:-

- Deflectograph survey data from recent surveys (1999 – 2001) amounting to one third of the principal network surveyed each year: This information will (when complete) enable an assessment of the overall structural condition of the principal road network to be determined. The data also permit identification of defective structural condition for discrete lengths of carriageway which currently are visually surveyed by CHART techniques. Deflectograph Surveys undertaken between 1990 and 1999 indicate that 21.68% of the principal road network had a negative residual life and required remedial reconstruction works.

- Skidding Resistance of the principal road network surveyed by Griptester: This information provides an overview of the network condition from a skidding perspective. Additionally, discrete lengths of the network can be identified as being below nationally-published investigatory guidelines which may lead to remedial measures being programmed into the Resurfacing and Reconstruction budget. Griptester surveys indicate that 13.3% of the principal road network exhibits values below the appropriate investigatory level. Remedial surface treatment may be required further to investigation. [This matter is discussed further in Volume 4].

- CHART surveys are carried out annually on non-skid projects that have been identified for potential resurfacing or reconstruction: The process permits prioritisation of carriageway and footway projects for works approval/programming.
• Although dated by current standards, this technique is still being utilised until the new United Kingdom Pavement Management System (UKPMS) Coarse Visual Inspection technique has been validated in practice. A copy of the 2001/02 prioritisation list for structural maintenance (resurfacing and reconstruction) is provided in Volume 5.

• National Road Maintenance Condition Survey: Over 300 sites are surveyed by CHART techniques each year. The random selection of sites results in limited use of the data for project development. The data provide useful information for County Council and national trend analysis.

• UKPMS Coarse Visual Inspection surveys (commenced during 2000 on the principal and class “B” roads): It is intended to fully implement the survey technique across the complete network to provide an overview of the network condition and to input into Best Value Performance Indicators. CHART surveys will be replaced by Coarse Visual Inspection and Detailed Visual Inspection techniques in due course.

17. **BRIDGE MAINTENANCE STRATEGY : CONSULTATION**

3. (b) The bridge maintenance strategy shows no evidence of consultation with interested bodies.

17.1 Before the bridge maintenance strategy was developed a number of workshops were arranged with interested user groups, and the strategy presented in the LTP was discussed and explained in detail. Stakeholders included the Timber Growers Association, the Freight Transport Association, Bus Operators, Railtrack and the Yorkshire Dales National Park and North York Moors National Park Authorities.

17.2 Discussions with the Forestry Industry are ongoing (see Section 11). Consultations take place with Parish Councils regarding the strengthening of structures to ensure that villages and hamlets are not cut off from essential services and delivery vehicles.

17.3 The County Council is currently designing a bridge strengthening scheme at Castle Bolton which will allow the introduction of large public service vehicles on a route through the Yorkshire Dales National Park.

17.4 Consultation on the strengthening of Railtrack-owned structures is ongoing as they have not yet completed their assessment programme. This means that the County Council’s strategy and spending programme must, to some degree, remain incomplete.

18. **PAVEMENT MANAGEMENT SYSTEM**

32. (b) Mention whether the County Council is working towards developing/issuing a Pavement Management System. This will be crucial in future years to provide evidence for continued funding.
18.1 North Yorkshire County Council has supported the United Kingdom Pavement Management System (UKPMS) project.

The current status is as follows:

1. Membership of UKPMS Owners Forum indicating stakeholder status.

2. Implementation of UKPMS and associated modules as follows:
   - Pavements: UKPMS/Maintenance Manager
   - Traffic Safety: Accident Manager
   - New Roads and Streetworks Act: Streetworks Manager
   - Street Lighting: Street Lighting Manager

3. It is intended to upgrade pavement management systems progressively utilising an accredited UKPMS software package. Resources are currently committed to completion of Tranche 1 involving the compilation of a complete digital/spatial network with inventory details and input of condition data (visual and machine). It is programmed to substantially complete Tranche 1 by March 2002. Some progress with Tranche 2 is also anticipated during the current financial year. Tranche 3 completion dates are not yet definitive.

19. STRATEGY FOR SCARBOROUGH

8. It is somewhat surprising that the provisionally accepted major scheme features so little in the strategy for Scarborough.

19.1 At the time the Local Transport Plan was formulated, the Scarborough Integrated Transport Scheme (SITS) had been provisionally accepted by the DETR and the County Council was engaged in dialogue with the Department in an effort to have the scheme fully accepted. This was the County Council’s highest priority major scheme, and it was described in some detail in (separate) documentation accompanying the LTP. Accordingly, the strategy for the Scarborough Policy Sub-Area (LTP Chapter 14) did not duplicate the detailed description of the scheme and the benefits it would be likely to secure – it was written on the basis that the major scheme would be developed within a relatively short timescale and therefore concentrated on related developments in the area.

19.2 It is acknowledged that an explanation of the scheme in the LTP would have assisted in understanding the approach being taken in the Scarborough Policy Sub-Area (in addition to those references to it in paragraphs 10.2.8; 11.4.4, 5 & 6; and 14.4.45 & 46, and the publication of an Appraisal Summary as one of its “daughter documents”). Discussions with the DTLR on the procurement route for SITS are ongoing, and the outcome will be reported in a future APR.
20. **RELIABILITY OF PUBLIC TRANSPORT SERVICES**

10. Statement to be made on the reliability of public transport.

20.1 North Yorkshire County Council supports the Traffic Commissioners’ reliability targets for local bus services (i.e., at least 95% of services operating within a “window of tolerance” of 2 minutes early – 6 minutes late). Through Public Transport Quality Partnerships and Quality Contracts, the County Council works with bus operators to ensure that accurate reliability data is collected. The results of monitoring such punctuality information will be provided in future Annual Progress Reports.

20.2 Where punctuality problems are identified, the County Council will examine what scope exists to secure improvements where it is considered appropriate (e.g., by way of traffic management measures).

21. **PUBLIC TRANSPORT INTERCHANGES**

20. There appears to be a general lack of strategy/implementation programme for public transport interchanges.

21.1 The LTP for North Yorkshire, submitted at the end of July 2000, contained a number of new initiatives and traffic-related measures not previously undertaken by the County Council. Accordingly, and in anticipation of Government’s new integrated approach to all aspects of transport, the County Council considered and adopted (in October 2000) means of establishing priorities for the implementation of such new measures. It simultaneously took the opportunity of reviewing the way in which priorities were determined for the traditional elements of its Integrated Transport Capital Programme. A copy of the report from the County Council’s Cabinet to its Corporate Policy Committee on this matter is provided in Appendix 5 to this document.

21.2 As may be seen from para 4.3 of that report, priorities for the implementation of measures to improve facilities at public transport interchanges are to be influenced by such factors as numbers of bus service departures from each location and their relative values (importance) as service interchanges (either bus/bus services or inter-modal). These factors are to be considered by the County’s various Area Committees whereby priorities will be established on an area basis. Naturally, other relevant factors will then be brought into play in order to “fine-tune” the County Council’s Integrated Transport Capital Programmes, including improvement measures for public transport interchanges (e.g., the overall level of funding available and the relative/comparative priorities for other works within the integrated transport element of future LTP settlements).
22. **“DAUGHTER” DOCUMENTS**

5. The “daughter” documents perhaps should have been included in a Separate Appendix.

22.1 Appendix 7 to the LTP comprises a list of the relevant daughter documents.

These are:-

- North Yorkshire Public Transport Information and Publicity Strategy
- North Yorkshire Strategy for People with Disabilities
- North Yorkshire Pedestrian Strategy
- North Yorkshire Cycling Strategy
- North Yorkshire Freight Strategy
- North Yorkshire Road Safety Plan
- Whitby Traffic Management Strategy
- Whitby Park and Ride Feasibility Study – Stage 1
- Draft Skipton Traffic Management Strategy
- New Approach to Appraisal Summary of the Scarborough Integrated Transport Scheme
- Harrogate and Knaresborough Cycling Implementation Plan
- Road Traffic Reduction Act Report

22.2 It was made clear (in the LTP) that these documents were (are) “available on request”. In the event, requests for individual copies of these documents subsequent to the publication of the LTP have been quite low. However, all such requests have been promptly met.

22.3 The County Council’s initial intentions with regard to the DETR’s comment on this matter was to reproduce all the listed daughter documents as appendices to this report. Indeed, consultations on a draft of this document included them, as did requests for quotations for its publication/production. It has subsequently been decided, however, not to proceed with this option as the likely cost of purchasing such a document (at the unit cost of its production) would have been prohibitive, particularly for members of the public.

22.4 It has been decided, therefore, to continue to make all the daughter documents available individually. A summary of the documents is set out in Appendix 3.
APPENDIX 1

THE COUNTY COUNCIL’S SUPPLEMENTARY “BID”

[Letter to the Government Office for Yorkshire and the Humber dated 14 September 2000]
POLICY DEVELOPMENT

Your Reference:  
My Reference: GA/GF  
When telephoning please ask for: Mr G Archer  
Ext: 2354

County Hall, Northallerton  
North Yorkshire DL7 8AH  
Tel: 01609 780780  
Fax: 01609 777719  
Email: policy.development@northyorks.gov.uk

14 September 2000

Dear Peter

LOCAL TRANSPORT PLAN – SUPPLEMENTARY INFORMATION

Thank you for your e-mail requesting supplementary information about the capital programme and how it would be expanded in the event of a higher level of funding being made available.

Details of the bid for resources for carrying out the programme embodied in the LTP are set out in Appendix 2 of this year's Plan. The overall size of the bid for 2001/2002 at £15.302m (including the £1m bid for replacement street lighting) is considered to be a reasonable level of expenditure given the scale of the problems set out in the LTP. The Council also identified a small number of Major/Minor schemes as part of this year's LTP submission which assuming funding was made available would make a significant contribution to delivering the transport objectives of the LTP.

The overall size of the bid reflected the need for realism as advocated in March 2000 DETR Guidance. Clearly any additional resources would enable the Council to make significant progress towards delivering the outputs and increase the impact of the various transport schemes. To this end the Council has identified the following additional schemes and indicated how any monies awarded would be programmed over the five year Plan period.

Local Safety Scheme Initiatives

Should additional funding be made available through the Local Transport Plan settlement, to that already bid for, the Council would welcome the opportunity to enhance the delivery of its Safety related objectives. The Council considers it would be in a position to spend a further £500k per year on safety related initiatives. This additional expenditure would be allocated to accident reduction schemes, innovative speed reduction measures, projects to assist the journey to and from schools and local safety campaigns.

Mr Peter Rawsthorne (Local Transport Team)  
Government Office for Yorkshire & The Humber  
City House  
PO Box 213  
LEEDS LS1 4US
Increasing expenditure across these areas at an early stage in the LTP programme would give greater momentum to the implementation of the strategy and increased confidence in the ability to deliver the 2010 casualty reduction targets.

Refurbishment of Whitby Bus Station

Since the drafting of the LTP, circumstances have changed in respect of the need to provide facilities for bus passengers at Whitby.

The bus station in Whitby is owned by Arriva North East Limited, the principal bus operator in the town and has put the bus station up for sale. Services have transferred to a roadside bus stop, which is unsatisfactory from the passengers point of view. There is no bus shelter or seating, nor is there space for such facilities. The pavement is also narrow and causing conflict between people waiting for a bus and those walking past the stop.

The Council has looked at a number of locations where a bus station might have been sited but have come to the conclusion that the existing bus station is at the best location. It is next to the Rail Station and adjacent to the shopping centre, whilst close to the harbour. The site has a run down appearance and does not include any sheltered waiting accommodation. It detracts from the general ambience of the area where improvements have been made to the Rail Station and are being completed by the harbour.

Discussions have commenced with Arriva for purchase of the bus station site and these are progressing in a satisfactory manner. The Local Transport Plan had recognised the need for investment in the bus station to make it more attractive for passengers. There is now the opportunity to re-develop the site with modern sheltered accommodation, improved information systems and better accessibility for people with disabilities, and provide Whitby with the modern facilities that the public expects to find in a bus station and of which it could be proud. The cost of such a re-development, including purchase of the bus station, would be £400k. This is an additional £250k above that allowed for in the LTP bid.

Mercury Bridge

In June 2000 the central pier of this three span river bridge was damaged during a severe flood. The structure carries the A6136 through Richmond and it is a heavily used route. The pier partially collapsed whilst the arches, spandrels and parapets also sustained damage due to the support failing. At the time of the submission of the Local Transport Plan the full extent of the damage to the bridge was still uncertain. It was assumed in the programme for the Structural Maintenance of Bridges that the costs would be fully funded in the current financial year. The estimated cost for the repair to the structure now stands in excess of £1.5m, however the Council has received an additional £700k towards the cost of the repair for the 2000/2001 financial year. Having reviewed the programme for the two financial years it has been necessary to defer schemes from 2000/01 to 2001/02 to the value of £780k in order to stay within budget. To deliver the programme stated in the Local Transport Plan it is necessary therefore to bid for additional funding of £780k for financial year 2001/02.
Whitby Swing Bridge

A detailed inspection of this structure carried out after the preparation of the LTP has indicated that this structure will require major maintenance. The initial findings of the civil and mechanical inspections of the structure indicate that this work will need to be programmed for the year 2002/2003. The cost of the replacement hydraulic system and repairs to the structure are estimated to be £500k.

Footbridges Maintenance and Improvement

A significant proportion of the County Council's network of footways and rights of way is carried over around 1,500 footbridges. A significant number of these structures are in poor condition, in some cases verging on collapse. Increased expenditure to address this problem will increase usage and promote a modal shift towards less vehicular journeys, particularly in respect of tackling safety aspects of footbridges carrying non-recreational foot and cycle traffic. The Council considers it would be in a position to spend a further £50k on footbridge maintenance and improvement during the first year of the Plan.

Flood Damage

Scour of foundations is probably the most common cause of collapse of arch river bridges. It is difficult to detect because it is likely to be at its worst when the river is in flood and access is impossible; scour holes may fill up when floors subside and camouflage undercutting of foundations. The additional money requested (£50k) would be used to provide protection on structures affected by the floods in 2000/01.

Structural Maintenance Roads

In order to accelerate the reduction in the backlog of maintenance, the structural maintenance schemes currently identified in Appendix 5 of the LTP could be re-scheduled to bring work forward. In particular some phased schemes could be compressed into shorter timescales.

Since the original submission, the Council's ongoing monitoring has identified additional schemes which rather than being pushed beyond year 5 could be brought forward.

The Council has also completed its first year survey of the principal road network using Griptester and this has identified a large number of sites at or below investigatory level. It is proposed to increase the surface dressing programme but some sites require more extensive work and these have been included as resurfacing schemes. It is this type of work which also requires a lower resource input and therefore should be capable of being completed early.

Street Lighting

In certain areas of the County structural collapse of columns is a distinct possibility. The Council therefore needs to embark upon a major renewal programme which can only be properly funded through the LTP. In order to accelerate the replacement programme, an additional £1.5m has been bid for the first year of the Plan.
Traffic Management

The additional funding will assist in the implementation of traffic management strategies which are being developed for the market towns.

Feasibility Studies

The increased allocation will enable key studies to be undertaken in terms of developing rail halts, options for re-opening former lines, options for improved bus facilities and in the review of major capital road schemes.

Disabled Strategy

Additional funding will enable the Council to undertake the audit of market towns for the needs of people with disabilities and provide necessary facilities.

Pedestrian Facilities and Walking

Additional funding will be used to provide additional footway schemes and new links in both urban and rural areas.

Major Schemes

The Council is pleased to note that the Scarborough Integrated Transport Scheme, its highest priority major scheme, has now been fully accepted by the DETR. Over the next few months it will be working closely with the GOYH in developing the business case for the scheme so that the most appropriate funding mechanism can be agreed and the scheme completed during the period of the Plan.

The Council is currently in the process of progressing a study into the best way of progressing suitable schemes on the A65, which will become the responsibility of the Council following de-trunking of the non core network, currently proposed for 2003. The study will be completed to allow firm detailed proposals for the bypass schemes to be included in the first annual progress report on the LTP in July 2001.

The decision to include the schemes on the A65 as the Council's second highest priority schemes when preparing its LTP was taken in the light of the guidance then available to authorities regarding the likely availability of funding for major schemes and also the situation it had been placed in by the de-trunking of that route.

The Council has other schemes which are potentially capable of being implemented within the period of the Plan that were not given priority in the LTP, because of the restrictions inherent in the guidelines in place at the time. Given the recent, rapid changes in transport policy, the Council would wish to take the opportunity to review its position regarding those schemes. It would wish to take into account the results of the A65 study when undertaking any review so that any additional schemes could be included in the first annual report on the LTP in July 2001.
Overall Bid

Details of the identified schemes are set out in the attached Table 1. For your information I have updated the overall Capital Bid Programme Financial Table set out in Appendix 2 of the LTP (attached Table 2).

The Council welcomes this opportunity to provide additional information to support its bid. It must be noted that in terms of past funding North Yorkshire has not benefited from support for countywide package coverage. Indeed last year’s allocation for integrated transport was below that of the regional average. It is essential therefore that the Council receives a sufficient level of resources not only to meet its base line needs but also for the delivery, development and promotion of a more sustainable and integrated transport network.

The Council asks that this be recognised when Government responds to the submission and looks forward to receiving a positive response in due course.

Yours sincerely

[Signature]

G ARCHER
Senior Planner

ENC
TABLE 1 - SUPPLEMENTARY BID FOR ADDITIONAL FINANCES

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Safety Schemes/Safe Routes to School – 20mph speed limits</td>
<td>500</td>
<td>500</td>
<td>500</td>
<td>500</td>
<td>500</td>
</tr>
<tr>
<td>Whitby Traffic Management (Refurbishment of Whitby Bus Station)</td>
<td>250</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mercury Bridge</td>
<td>780</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whitby Swing Bridge</td>
<td></td>
<td>500</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Footbridge maintenance and improvement</td>
<td></td>
<td>50</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Repair of flood damage to river bed and sub-structure to bridges</td>
<td></td>
<td>50</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street lighting replacement</td>
<td>1,500</td>
<td>1,500</td>
<td>1,000</td>
<td>1,000</td>
<td>1,000</td>
</tr>
<tr>
<td>Structural Maintenance Roads</td>
<td>1,800</td>
<td>1,600</td>
<td>600</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Management</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>Feasibility Studies</td>
<td>130</td>
<td>130</td>
<td>130</td>
<td>130</td>
<td>130</td>
</tr>
<tr>
<td>Disabled Strategy</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>200</td>
</tr>
<tr>
<td>Pedestrian Facilities and Walking</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>Major/Minor Schemes (Priority to be determined e.g. schemes being investigated in Tadcaster, Whixley Crossroads)</td>
<td></td>
<td></td>
<td></td>
<td>500</td>
<td>500</td>
</tr>
</tbody>
</table>

TABLE 2

<table>
<thead>
<tr>
<th>MEASURE</th>
<th>CURRENT YEAR</th>
<th>FIVE YEAR EXPENDITURE PROGRAMME (£000s)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2000/01</td>
<td>2001/02</td>
</tr>
<tr>
<td>Public Transport</td>
<td>930</td>
<td>1,635</td>
</tr>
<tr>
<td>Park and Ride</td>
<td>225</td>
<td>575</td>
</tr>
<tr>
<td>Local Safety Schemes / Road Safety / Traffic Calming</td>
<td>1,600**</td>
<td>1,975</td>
</tr>
<tr>
<td>Traffic Management</td>
<td></td>
<td>1,090</td>
</tr>
<tr>
<td>Pedestrian Facilities &amp; Walking</td>
<td>200</td>
<td>600</td>
</tr>
<tr>
<td>Cycling</td>
<td>130</td>
<td>500</td>
</tr>
<tr>
<td>Safe Routes to School</td>
<td>50</td>
<td>250</td>
</tr>
<tr>
<td>Freight Strategy</td>
<td>50</td>
<td>610</td>
</tr>
<tr>
<td>Disabled Strategy</td>
<td>200</td>
<td>100</td>
</tr>
<tr>
<td>Travel Awareness</td>
<td>20</td>
<td>100</td>
</tr>
<tr>
<td>Transport Studies</td>
<td>20</td>
<td>250***</td>
</tr>
<tr>
<td>Performance Monitoring</td>
<td>-</td>
<td>60</td>
</tr>
<tr>
<td>Street Lighting Replacement</td>
<td>300</td>
<td>2,500</td>
</tr>
<tr>
<td>Major/Minorors</td>
<td>-</td>
<td>1,150</td>
</tr>
<tr>
<td>INTEGRATED TRANSPORT SUB-TOTAL</td>
<td>3,300</td>
<td>10,995</td>
</tr>
<tr>
<td>Structural Maintenance : Roads</td>
<td>2,428</td>
<td>4,535</td>
</tr>
<tr>
<td>: Bridges</td>
<td>3,312</td>
<td>6,382</td>
</tr>
<tr>
<td>MAINTENANCE SUB-TOTAL</td>
<td>5,740</td>
<td>10,917</td>
</tr>
<tr>
<td>TOTAL by Source</td>
<td>9,040</td>
<td>21,912</td>
</tr>
<tr>
<td>Non-safety improvements on non-core trunk roads *</td>
<td>715</td>
<td>1,105</td>
</tr>
</tbody>
</table>

* Bid for Highways Agency funding  
** Includes traffic management  
*** Includes £40k County Council contribution to A65 Study jointly funded with Highways Agency
APPENDIX 2

THE DETR’s “SETTLEMENT” LETTER AND ANNEX A

[Letter from the Government Office for Yorkshire and the Humber dated 14 December 2000]
2001/02 LOCAL TRANSPORT CAPITAL EXPENDITURE SETTLEMENT

Introduction

This letter contains the results of the first full local transport plan (LTP) settlement, following the settlement made last December on the basis of provisional LTPs. The full LTPs cover the period 2001/02 to 2005/06. The Government is this year making firm allocations for 2001/02 for major schemes, integrated transport and maintenance. For maintenance we are also making firm allocations for 2002/03. For years 2 to 5 of the LTP period (for integrated transport), and years 3 to 5 (for maintenance), the Government is making indicative allocations, in order to help authorities with their forward planning. Major scheme allocations in the subsequent years of the LTP period will depend on progress made. All indicative allocations for future years will be confirmed or amended in the relevant annual settlement.

Local Transport Plans are an essential element of the Government’s integrated transport policy, and of the delivery of the long-term programme for modernising and improving transport in this country, as set out in Transport 2010 – the 10 Year Plan, published in July 2000. The local transport plans already prepared by authorities will be placed on a statutory footing by the Transport Act 2000, recently passed by Parliament.

The Government is very encouraged by the commitment local authorities have shown to developing integrated transport strategies and is impressed by the improvements made since last year in drawing up well thought-out strategic documents. The settlement for 2001/02 represents the first stage in a major and sustained increase in the funding being made available to local authorities. In return for this increased funding the Government will expect local authorities to be able to demonstrate real improvements in transport provision and services in their areas, in accordance with the objectives set out in the 10 Year Plan, and with local priorities and solutions as reflected in their LTPs. The Government looks forward to seeing the outcomes of authorities’ efforts through the annual progress reports which they will be submitting from July 2001. We aim to issue guidance on annual progress reports in early 2001. More detail on the requirements for progress reports is set out below.
National Picture

The total amount available for the 2001/02 settlement will be £1.36 bn – more than double the amount allocated to local authorities outside London in 2000/01. Of this, £32.674m will be allocated as Transport Supplementary Grant (TSG), £56.060m as grant under Section 56 of the Transport Act 1968, £43.933m as Annual Capital Guidelines (ACG), £1104.441m as Supplementary Credit Approvals (SCA) and £2m as Industrial Development Act grant. Due to the uncertainties inherent in allocating funding for a 5-year period rather than for a single year, especially in the first full year of the new LTP system’s operation, the Government will be holding a larger reserve than has been the case in previous years, to allow for schemes for which further work is needed. More detail on the make-up of this reserve is given below.

Block Allocations

As last year, other than for identified major schemes, allocations for each authority have been made as a single block of SCA for transport capital expenditure in support of the objectives of the LTP. In determining block allocations we have separately assessed the need to spend on the maintenance of principal and non-principal road carriageways, footways and bridges (“maintenance”). As previously announced on 13 November 2000, we have therefore indicated the level of expenditure we have allowed for maintenance within the single block allocations. We continue to refer to the rest of the block allocation as the ‘integrated transport’ element.

Local discretion over the use of the block allocation should be exercised in accordance with policy framework provided by the integrated transport white paper, the 10 Year Plan, DETR’s guidance on local transport plans and the relevant LTP. We will expect authorities to spend their allocations in accordance with the priorities identified in the relevant LTP. Although indicative only, authorities should also have regard to the allowance the DETR has made for maintenance within the block.

Integrated transport

The total provision for this type of expenditure is £559 million, compared to £257m for the equivalent allocations last year (including emergency reserves). The resources have been distributed according to an overall assessment of the quality of the LTP, including the evidence of need provided in each plan and an assessment of the relative scale and nature of the problems and challenges to be addressed and the solutions proposed.

The quality assessment has been made using the criteria contained in Annex D of the guidance on full local transport plans issued in March 2000. Annex A attached to this letter details our assessment of the plan against these criteria.

In order to allow for changes to LTPs which may be necessary in years 2 to 5 of the plan period, and to reflect the introduction of the Single Capital Pot in 2002/03 (see below), DETR has held back 10% of the integrated transport block allocations for those years. The intention is that this reserve fund will not only cover any emergencies and unforeseen but essential items of expenditure which arise over the period, but also that it will provide for additional expenditure which becomes necessary – for example due to the reports of Multi-Modal Studies, or the introduction of road user charging and
workplace parking levy schemes. This reserve will also enable the Government to provide additional support to those authorities which demonstrate that they could make good use of further resources and show particularly good progress against the targets in their LTPs. Each December as part of the annual settlement, the indicative allocations for the relevant years will be confirmed or revised, reflecting the use to be made of the reserve. In addition, to allow for emergencies within 2001/02, particularly given the damage caused by this winter’s flooding, the Government has kept back a reserve of £16 million. The total sum to be distributed this December for the integrated transport block will therefore be £543 million.

**Maintenance**

The priority for road maintenance in the 10 Year Plan is to halt the deterioration in local road condition by 2004. The Government therefore aims to provide sufficient resources to local authorities to halt the deterioration in the condition of local roads by 2004 and to eliminate the backlog by the end of the Plan period.

The totals available nationally for capital maintenance, including major schemes and emergency reserves, are £545 million in 2001/02 and £560 million in 2002/03. These figures are increases of 106% and 112% respectively on the £264 million available in 2000/01. The settlement covers principal roads, bridges, and, for the first time, non-principal roads. Footways are covered for all road classes.

The allocations are built up from three separate elements - principal roads (that is ‘A’ roads), bridges, and non-principal roads. The allocation for principal roads for each authority is based on the length of the principal road network and its condition. For bridges, bids for all strengthening work on the primary route network are met in full (to fulfil our obligation under the EC Directive to accept 40 tonne lorries). The allocation for bridges which are not part of the primary route network is based on the number of bridges in an authority’s strengthening programme. For non-principal roads, the allocation is based on the lengths of road in the various classes (urban/rural, classified/unclassified), weighted by the contribution these classes make to the estimated cost of the backlog at national level.

The Government has not allowed for the renewal of street lighting stock in the settlement for 2001/02 or 2002/03, but the we will consider making allocations for street lighting in future years.

The LTP resources for highway maintenance are for capital renewal and are intended to supplement the resources provided through the HMSSA for highway maintenance, rather than replace them. A high level of spend will be necessary to deliver the targets that the Government has set on local road maintenance.

**New major schemes**

In deciding which major schemes to support we have looked at the contribution which schemes make to the relevant LTP, as well as the detailed NATA appraisal. As proposed last year, we have this year for the first time established a programme of major schemes across the 5-year plan period.
The level of resources the Government has provided through the 10 Year Plan means that we are able to fund many more major schemes than was usual in the past. The Government recognises however that it takes time for authorities to develop new major schemes, and many authorities have bid for schemes for which they have not yet completed full NATA appraisals. The Government is not able to provide funding for schemes which do not yet have satisfactory appraisals, even though it may on the face of it seem likely that many such schemes will be acceptable once the appraisal work is complete. The Department is therefore very happy to work with authorities which have bid for schemes for which design and appraisal work is still in progress, in order to help them to bring forward the schemes again for consideration next year.

We have categorised our decisions on major schemes as follows:

**Accept**

Schemes which have complete appraisals and no essential statutory approvals outstanding, which we have committed to support.

**Provisionally accept**

Schemes which we have agreed to support, subject to certain conditions. This includes schemes where some aspect of the appraisal is missing (but there is sufficient appraisal work completed for us to form a provisional view), where a statutory approval which is essential to the scheme is still required, or where the success of the scheme is dependent on a contribution from a third party. Such schemes could be upgraded from provisionally accepted to fully accepted in-year once the necessary further steps had been taken, rather than waiting for the next settlement round.

**Work in Progress**

Schemes for which we do not yet have sufficient information to form a view. As explained above, we are keen to work with the authorities concerned to assist them in completing the necessary work for the scheme to be evaluated by Government against NATA criteria in time for a decision to be made next December. We would normally expect the necessary work to be completed by 31 July 2001 and for the bid to be resubmitted along with the authority’s LTP Progress Report, for a decision to be possible in the next settlement.

**Reject**

Schemes which we would not propose to fund in their current form.

We have this year fully accepted 20 schemes and provisionally accepted a further 47, with 72 more schemes being categorised as work in progress.

Due to the large numbers of schemes in the provisionally accept and work in progress categories, the Government has retained a relatively large reserve across all 5 years of the LTP period in order to be able to fund schemes coming forward for full acceptance.
Government-wide branding of major investment projects

It is a condition of scheme acceptance that the Government's contribution is advertised in an approved form. We will write to those authorities with accepted major schemes separately with details.

Finance

For 2001-02, block allocations will continue to be issued in the form of a 2-year Supplementary Credit Approval (SCA). The single block allocation for transport capital expenditure anticipates the overall policy of moving towards a more strategic approach in local government finance, with the introduction of the Single Capital Pot in 2002/03 within which the block allocation will be included. Provision for major schemes will not be included in the Single Capital Pot.

Funding Major Schemes

When accepting new major schemes, and similarly for existing majors, we will continue to indicate a fixed DETR allocation for the life of the scheme and how much has been approved specifically for 2001-02.

SCA for major schemes will still be issued on a 1-year basis. We are continuing to fund existing committed schemes as in previous years, using TSG, ACG, SCA and S56 grant as appropriate. Our general aim with major schemes is to ensure that, wherever possible, 50% of the funding is provided in the form of grant and 50% in the form of borrowing approvals over the life of the scheme. For new public transport schemes where our total contribution is less than £5m, this will be in the form of borrowing approvals in the first year.

As was the case for the 2000-01 Settlement, we have again made use of an additional £42m available from capital receipts. Receipts taken into account must be allocated via ACG: to do this, we have allocated 100% ACG for some new public transport schemes, with others receiving 50%ACG and 50% SCA. Schemes for which an ACG was identified last round, will continue to receive support through basic credit approval this year. Allocations for major schemes which have only received provisional acceptance, will be held back in the form of SCAs and relevant grant support until full acceptance is confirmed.

Preparatory costs

DETR have clarified the position on funding preparatory costs as follows:

(a) We will not provide earmarked funding for costs incurred prior to full acceptance of scheme appraisal - authorities can use revenue funding or block allocations if they wish (provided they can satisfy their auditors that the costs are properly charged to capital account);

(b) For schemes provisionally accepted subject to appraisal, funding will not be provided until we have finally agreed the appraisal ie full acceptance;
(c) Once a scheme has been **fully accepted** and it has the necessary powers/statutory consents, funding of “preparatory” costs of the scheme, eg detailed scheme design, land acquisition, utility diversion is acceptable (again, provided the authority can satisfy its auditors that the costs are properly charged to capital account);

(d) If we accept a scheme on the basis of its full appraisal but it remains subject to TWA or other statutory powers being obtained, we will not fund the costs of preparing the TWA (or other) case.

(e) We would not fund, and we would not expect local authorities to incur, any costs which could turn out to be nugatory – eg land purchase before a scheme has relevant statutory or planning consents. We may however be prepared to consider cases in which a proposed scheme causes blight.

(f) We will consider cases put to us for reimbursing reasonable costs incurred on scheme design and preparation retrospectively, once full approval has been given for the scheme. DETR would wish to satisfy itself that any costs reimbursed in this way had not already been provided for, for example through an enhancement to the integrated transport block allocation.

This also applies to schemes which were provisionally accepted in previous settlements. Again, the Department would wish to satisfy itself that any provision already made in respect of such costs is reflected in any reimbursement.

We are aware that some authorities which are negotiating private finance schemes are concerned about the additional preparatory costs which this route implies. We are considering how these should be treated within the context of our general policy on funding of preparatory costs. Further advice on this point will be issued as necessary.

**Public-private partnerships and PFI**

Private finance is expected to deliver a significant contribution to the total investment planned over the 10 Year Plan period and local authorities have a key part to play in delivering that target. Without the use of private finance it will not be possible to deliver the planned outcomes as quickly as desired. Ministers therefore expect local authorities to give serious consideration to the use of private finance. For all major schemes, authorities have been required to complete the checklist at Annex G of the Guidance on Full Local Transport Plans. Based on this information and other relevant considerations, DETR has identified a number of accepted or provisionally accepted schemes which appear to be suitable for PFI procurement. In these cases, we will expect each of the local authorities to develop the case for taking forward the scheme as a PFI project. Conventional funding for such schemes would only be considered if this is demonstrated to offer better value for money than the PFI route.

There are several major schemes which are still ‘Work in Progress’ which, if accepted in a future settlement announcement, would be expected to be candidates for PFI. We would expect these authorities to consider PFI in parallel with the development of the scheme.
Progress reports

The first annual LTP progress reports must be submitted by authorities in July 2001. Details of how the allocation is to be spent (and in future years how it has been spent) will also need to be reported in authorities’ annual LTP progress reports, and any significant divergence from the pattern of expenditure proposed in the LTP will need to be justified.

The progress reports should contain evidence of how the authority is performing against the targets and performance indicators set out in its LTP. If they feel it is appropriate, authorities should submit in their progress reports revised targets which have been set in the light of the actual allocations provided through this settlement. Authorities will wish to begin considering now whether revised targets are needed, as we will expect to see a rationale for any revised targets in the July 2001 progress report.

Authorities should also consider providing evidence in their progress reports of developments in any specific areas in their LTPs identified in this decision letter as being in need of improvement.

The Guidance on Full LTPs indicated that although in general the Government does not expect fundamental revisions of LTPs within the 5-year period, given the recent rapid changes in transport policy, the first round of full LTPs was likely to be subject to greater change than subsequent rounds. We will be willing to consider such additions, provided they are consistent with the objectives and strategies contained within LTPs. The first progress reports will therefore offer an opportunity for authorities to provide the necessary detail.

DETR will be providing further specific guidance early next year on the content of the annual LTP progress reports.

Centres of Excellence

We are very pleased that 25 authorities have submitted proposals with their LTPs to become Centres of Excellence for Integrated Transport Planning. Ministers wish to consider the proposals in more detail and have decided that the designation of Centre of Excellence status will be announced in Spring 2001.

Charging Schemes Fund

With Royal Assent having been granted for the Transport Act 2000, local authorities may now seek approval for road user charging or workplace parking levy schemes. Ministers envisage that road and public transport improvements which are necessary in advance of the introduction of charging schemes would be funded through the major scheme and block provisions. However, charging schemes may also stimulate new funding opportunities and these are currently being assessed by the Charging Development Partnership.

Ministers intend to support local authorities intending to implement congestion charging schemes by making available additional funding for capital costs directly related to the implementation of a scheme. Ministers will consider bids for this funding once an
authority has endorsed a decision to introduce congestion charging and has put forward a set of costed proposals. It will not be necessary for an authority to wait until the submission of LTP progress reports each July to bid for assistance from the Charging Schemes Fund.

Disability, Accessibility and the 10 Year Plan

The LTP guidance placed particular emphasis on the transport and mobility needs of disabled people across all local transport modes. We are pleased that almost all local authorities demonstrated an understanding of these issues, and that most were working with disability organisations and other transport partners to promote the interests of disabled people.

In implementing LTPs authorities need also to be aware of the condition set out in the Government’s 10 Year Plan:

“Building in accessibility for disabled people in all new investment is a condition of public money being spent.” (para 6.5, Transport 2010)

We recognise that LTPs were drawn up before publication of the 10 Year Plan, but we will expect the annual LTP progress reports to demonstrate how this condition is being met in transport infrastructure projects which impact on disabled people as pedestrians, public transport users and as motorists.

Clear Zones Trailblazers

A number of schemes described in LTPs have been selected as Clear Zones Trailblazers. A development of the Foresight initiative, Clear Zones can be summarised as “creating liveable, accessible and lively urban centres where traffic congestion, pollution, noise, stress and other negative impacts of mobility are eliminated or limited, through the implementation of a package of transport related measures using innovative technologies”. The Trailblazers have been selected to demonstrate what can be achieved within existing traffic and urban design and management practices. Individual Clear Zones Trailblazers will be notified separately by the Clear Zones Steering Group.

REGIONAL SUMMARY

Authorities in the Yorkshire and Humber Region have responded very positively to the challenge of developing their full LTPs during the past year. We appreciate the enormous amount of work authorities have put in both in developing the plans and also in the widespread consultations most authorities have carried out. The purpose of this part of the letter is to set the LTPs in the regional context and look ahead to the production of the first progress reports next year. Detailed comments on the Department’s assessment of your full Plan against the criteria published in Annex D of the Guidance on Full Local Transport Plans is in Annex A to this letter.

In future, the regional context for the preparation of local transport plans will be provided by the Regional Transport Strategy (RTS) incorporated in Regional Planning Guidance (RPG). The Panel Report on draft RPG was published at the end of October. The
Secretary of State is presently considering changes to the draft RPG before consulting on them in Spring 2001.

We appreciate that the timetable for the preparation of RPG means that the full local transport plans will have been prepared on the basis of the draft Regional Transport Strategy, even though this may be subject to subsequent amendment. The RTS has a central role in ensuring that demand management tools are not used in ways which encourage wasteful competition between neighbouring urban centres in the region, or between an urban centre and peripheral centres or out-of-town development, to the detriment of sustainable development. To a greater or lesser extent the full Plans produced have attempted to comply with these requests to take on board the emerging RPG and RTS. Within future progress reports, you will have to demonstrate that your Plan is consistent with the issued RPG when it does become available.

We believe that the authorities in the region, see the process of LTP production as an ongoing exercise, initially leading to the first full plan submission this July; and then a substantial programme of work of continuous improvement to be reported in yearly progress reports. We are very encouraged by the further consultations planned, which should allow authorities to keep their strategies and programmes under review in the light of a wide range of responses from the community, individuals, businesses, interest groups and government.

We recognise that many authorities have been working for several years refining their transport strategies in accordance with sustainable development. However, it is important to ensure that the five key elements – analysis of problems and opportunities, objectives, a robust long term strategy, a costed and affordable five year programme and a set of targets and performance indicators with appropriate monitoring – are in place and do form a comprehensive and consistent strategy. We are particularly keen that all authorities develop a clear monitoring/target setting regime before their 1st progress report is submitted next July, in order that the performance of the plan can be measured.

Local authorities need to consider carefully how the LTPs strategies will be delivered; how they provide for ‘integrated transport’; and how they fit alongside the RTS, local plans/UDPs and the new PPG13 principles.

Summarised below are the allocations for the Yorkshire and Humber Region. The total Block allocation is £141.3m, an increase of 89% on 2000/01. Within this the provision made for integrated transport is £76.0m, an increase of 117%, and provision for maintenance is £65.3m, an increase of 65%. The funds are issued as a single block for authorities to use in accordance with the priorities set out in their plans. 9 new major schemes are either accepted or provisionally accepted out of 67 nationally, and there are 5 current major schemes still being supported.
Yorkshire and Humber Allocations £000s

<table>
<thead>
<tr>
<th>Authority</th>
<th>Integrated Transport</th>
<th>Maintenance</th>
<th>TOTAL BLOCK ALLOCATION</th>
<th>TOTAL ALLOCATION INCLUDING MAJORS</th>
</tr>
</thead>
<tbody>
<tr>
<td>S Yorks</td>
<td>22500</td>
<td>11282</td>
<td>33782</td>
<td>48724</td>
</tr>
<tr>
<td>W Yorks</td>
<td>29000</td>
<td>28607</td>
<td>57607</td>
<td>64407</td>
</tr>
<tr>
<td>E Riding</td>
<td>1700</td>
<td>5898</td>
<td>7598</td>
<td>7598</td>
</tr>
<tr>
<td>Hull</td>
<td>7100</td>
<td>1501</td>
<td>8601</td>
<td>8601</td>
</tr>
<tr>
<td>N E Lincolnshire</td>
<td>2100</td>
<td>965</td>
<td>3065</td>
<td>3424</td>
</tr>
<tr>
<td>N Lincolnshire</td>
<td>1200</td>
<td>2468</td>
<td>3668</td>
<td>3668</td>
</tr>
<tr>
<td>York</td>
<td>4900</td>
<td>1095</td>
<td>5995</td>
<td>5995</td>
</tr>
<tr>
<td>N Yorkshire</td>
<td>7500</td>
<td>13449</td>
<td>20949</td>
<td>20949</td>
</tr>
<tr>
<td>TOTAL</td>
<td>76000</td>
<td>65265</td>
<td>141265</td>
<td>163366</td>
</tr>
</tbody>
</table>

Note – the allocation to each authority is the total in the right hand column.

The following new major schemes are being taken forward.

**Accepted Schemes**

- South Bradford Integrated Transport Improvements
- A638 Great North Road Quality Bus Corridor, Doncaster
- Bradford City Centre Integrated Transport Scheme
- Leeds Inner Ring Road Stage 7
- East Leeds Link Road

**Provisionally accepted Schemes**

- Sheffield Inner Relief Road Stage 2 & 3
- Glasshoughton Coalfields Link Road, Wakefield
- A63 West Bawtry Road Improvement, Rotherham
- Hemsworth – A1 Link Road, Wakefield

Note – several of these schemes have substantial private sector contributions.

A further 7 schemes are classed as ‘work in progress’, where further details are required. The Government Office is keen to work with local authorities in resolving the outstanding issues relating to these schemes to enable them to be accepted for funding over the next year or so.
You have discretion on how the block allocation is split between the two provisions of integrated transport and maintenance.

Your maintenance allocation, previously announced on 13 November 2000, for both carriageways and bridges has been calculated using the methodology explained above.

Integrated Transport

This is quite a good plan; it takes a thorough approach to the LTP process especially the mode and area strategies. A great deal of effort has gone into its development during the last year and public consultation has been extensive, though this is more confirming what is being done rather than driving the plan's development. Some aspects of the plan require further consideration especially green and ‘soft’ issues but you have developed a solid base from which to build in the future. One area where progress must be made before the first progress report due next year is to make rural issues and solutions more prominent.

You have taken quite a pragmatic approach to target setting and monitoring but you will have to show more of the precise mechanisms for monitoring, as well as stronger links to Best Value in your first progress report next July. With some minor improvements to your Monitoring/Target regime, you should be in a good position to be able to monitor your performance over the next few years.

This settlement is considered appropriate this year to reflect your needs and also to reflect that although you have had small allocations for the Harrogate, North York Moors and Yorkshire Dales Packages, very little had been allocated to the remainder of this large rural authority. The level of funding recommended should enable you to make progress towards developing an integrated transport strategy that is appropriate for this large rural area and to make progress towards your targets. In arriving at the settlement figure, we have taken account of the following major/minor proposals: the development of the Harrogate/Knaresborough Cycle Network that might act as a blueprint for other rural towns, traffic management proposals in Ripon and Whitby, as well as the development of a number of Park and Ride facilities throughout the authority. It is, of course, for your authority to determine its own priorities.

### BLOCK ALLOCATION

<table>
<thead>
<tr>
<th></th>
<th>01-02 Allocation £000</th>
<th>02-03 Indicative Allocation £000</th>
<th>03-04 Indicative Allocation £000</th>
<th>04-05 Indicative Allocation £000</th>
<th>05-06 Indicative Allocation £000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Integrated Transport Block</td>
<td>7500</td>
<td>8300</td>
<td>8100</td>
<td>8100</td>
<td>8200</td>
</tr>
<tr>
<td>Maintenance</td>
<td>13449</td>
<td>14361</td>
<td>10771</td>
<td>10771</td>
<td>10771</td>
</tr>
<tr>
<td>TOTAL</td>
<td>20949</td>
<td>22661</td>
<td>18871</td>
<td>18871</td>
<td>18971</td>
</tr>
</tbody>
</table>
Bridge and Carriageway Maintenance

This year the quality of strategies did not play a part in the allocations. The strategies throughout the country had improved so much (with only 2 exceptions, which were not in Yorkshire and the Humber) that we felt it would be unfair to differentiate between authorities in this respect.

Your road maintenance strategy is very good, however, we are disappointed to note that you did not set out the appropriate condition of your principal roads, also your bridge maintenance strategy shows no evidence of consultation with interested bodies. Little information has been given of what might be done with different levels of funding.

MAJOR SCHEMES

Existing Commitments

We consider that The Scarborough Integrated Transport Scheme is suitable for funding via the Private Finance Initiative (PFI), and we will provide PFI credit cover to enable the procurement of this scheme (should the scheme demonstrate value for money as a PFI). The Department will be happy to discuss with you the implication of this decision.

UTMC

All local authorities planning to implement new traffic management systems, (eg SCOOT, car park VMS system etc) or to undertake a major upgrade of the existing system(s), should consider procuring systems that are UTMC compliant. More information about UTMC can be obtained from www.utmc.org.uk.

Integrated Ticketing

DETR have sponsored the development of specifications for an interoperable transport application based on smart cards. These specifications have now been published as the Integrated Transport Smartcard Organisation (ITSO) Specifications. Any Local Authority considering an Integrated Ticketing system should consider, at an early stage, using these specifications when developing, procuring or upgrading schemes.

For further information on the specification please contact Cathrym Jeeves, the ITSO Project Manager at cathrynjeeves@centro.org.uk.

The DETR contacts are David Sentinella (david_sentinella@detr.gsi.gov.uk) and Eric Sampson (eric_sampson@detr.gsi.gov.uk).
FINANCIAL SUMMARY

Your authority has no separate TSG provision for 2001-02. Because of this no Annex 1 has been issued.

Annual Capital Guideline and Supplementary Credit Approvals

Your authority has been issued with SCAs totalling £20.949m. Annex 2 to this letter provides a breakdown of the SCAs allocated to your authority. These figures have been included in the RSG calculations.

Formal SCA authorisation is attached at Annex 3 (b) for two years. If any SCA cannot be fully used for the intended purpose, your authority must relinquish the unused part of the allocation for redistribution.

ANY QUESTIONS?

The Local Transport team in the Government Office will be glad to discuss any aspect of this year's settlement on which your authority may require further detail or clarification. Phil Jones will be arranging to meet with your LTP team in the New Year. In the meantime, if you have any questions, please contact Phil by telephone on 0113 283 6608, or by e-mail on pjones.goyh@go-regions.gov.uk.

JOHN JARVIS
ANNEX A

NORTH YORKSHIRE

PROBLEM IDENTIFICATION/OBJECTIVE SETTING

The scheme setting and problem identification have in general been well thought out and presented. The overall objectives and how the transport objectives have been derived is clearly set out, as well as how these have been developed into themes and how these have then been used in the 8 policy areas. Objectives applicable to an individual policy area have been given and though not directly linked with a theme or transport objective, it is easy to see how they fit into the overall picture. The public participation appears extensive and this has covered objectives, themes and measures. Although the support for the objectives is clear, a little more evidence to demonstrate the involvement of partners and the public in their actual development would help.

STRATEGY DEVELOPMENT

There is limited evidence of a fundamental review of transport strategy within North Yorkshire. The strategy is based around a series of inter-related measures which have been refined into a set of broad themes. Those broad themes are used across all 8 policy areas in order to give a cohesive integrated transport strategy for the county; with variations to take on board local priorities, this approach appears to have much to commend it in a large rural county such as North Yorkshire. Though we understand why the “daughter” documents were not included in the plan for brevity, nevertheless they perhaps should have been included in a separate Appendix.

The sustainability strategy needs to be clear on how the forestry industry operates and how their future requirements may be accommodated, especially their ability to forecast demand some years ahead. Likewise in the accessibility strategy, you need to ensure that all sectors of society are being covered – an example being young people and their social and leisure requirements.

IMPLEMENTATION PROGRAMME

Implementation programmes have been developed for the 8 policy areas but at times the links to the areas objectives are sometimes not immediately obvious. Often the programmes are given against broad headings, such as public transport, traffic management, etc, and thus it is not easy to envisage what exactly is going to be done in an area, or why, or what the outcome is likely to be. It is perhaps not possible to give very detailed programmes, but a greater flavour of what is being proposed would help in order to form some idea of what is likely to be achieved. One area that was somewhat surprising is that the provisionally accepted major scheme features so little in the strategy for Scarborough.

One area that might be worth exploring, and reporting on, is the synergy that might be possible between the LTP programme and other programmes such as SRB, ERDF and any others which are perhaps not directly within the transport field, but which may have some bearing on what might be achieved. In such a large geographically and diverse rural authority, it will be very important to think laterally for transport solutions and opportunities.
PERFORMANCE INDICATORS/TARGETS AND MONITORING

A comprehensive list of objectives, targets, monitoring arrangements and how the different policy areas contribute to the overall targets has been well presented. We are pleased to note that best value indicators have been included, along with milestones where these are applicable. We note that reliability of public transport has not been included but hope that some statement on this issue can be made in the 1st progress report. You may also want to consider how you intend to deliver your economic objectives and how you will measure progress.

We note that the road traffic reduction act report sets different targets for different areas. This appears to be challenging and their achievement will require much innovation and persuasion, with perhaps some enforcement.

ESTABLISH A BUS STRATEGY

This is generally well presented and it is obvious that you are very well aware of the problem of how best to tackle the difficulties of providing viable bus services in a scattered rural community. There is clear evidence of effective partnership between the authority and the operators, with a commitment to promoting and improving bus use. It is good to see that you have established a definite policy on the allocation of Rural Bus Grant funding, and that the development of community transport is now being taken forward by 5 Rural Transport Partnerships (RTPs). We note that progress is being made with “unconventional” methods of public transport as highlighted in the provisional LTP decision letter and look to seeing this initiative taken forward in the future.

TAKE ACCOUNT OF CONTRIBUTION OF PASSENGER RAIL

We note that you are working closely with TOCs, Railtrack and SRA to ensure rail services develop in a way which maximises their role in North Yorkshire’s public transport network. Also that progress is being made with consideration of new rail stations and that you are committed to dedicated bus/taxi links between rail stations and communities. These issues should be included in your progress report.

We are pleased to note that you continue to work with WYPTE over cross-boundary issues, especially through ticketing initiatives, which we understand are being explored through the introduction of standardised ticketing equipment that is compatible with smart card technology. An update should be provided in your progress report.

THE ROLE OF TAXIS AND PRIVATE HIRE VEHICLES

We are pleased to see the potential for better integration of taxis into the overall public transport system is recognised, indeed you are already subsidising some pre-booked “shared hire” services in more remote regions. It is good to see that all five Rural Transport Partnerships’ Action Plans highlight taxi-buses and shared car hire schemes as solutions to some of the rural transport problems. This issue needs to be more fully addressed before reporting in the progress report.
STRATEGY TO ENCOURAGE CYCLING

It is noted that you are producing a County Wide Strategy after consultation with cycle groups. This is especially so with respect to Harrogate and the lessons learnt here will help with future developments elsewhere in the county.

The promotion of cycling and training in all schools is to be applauded. We look forward to seeing your proposed cycle action plan in the progress report.

STRATEGY TO ENCOURAGE WALKING

The designation of pedestrians as being highest priority in your road user hierarchy is most encouraging.

Progress with the production of a Pedestrian Action Plans for all towns, with the identification of key routes by 2003, should form part of your progress report.

ESTABLISH A ROAD SAFETY STRATEGY

We are pleased to note that you are developing a new Road Safety Plan to replace the previous (1997) plan, and that this new plan is to be assessed annually. Progress needs to be included in the annual progress report.

Your plan shows much progress over the provisional plan but it still lacks detail which would assist us in understanding more fully how this important issue is to be tackled on the ground.

PARKING STRATEGY

We note the progress you have made and that you have now developed a demand management strategy which has the five elements of car parking, cycling and walking, park and ride, sustainable distribution and travel awareness.

We note the progress in both Harrogate and Scarborough, and that charges for on-street parking are being used to improve transport facilities in these areas. It is good to see that travel awareness is to be used to try and influence behaviour and thus help bring about a reduction in travel demand. This is an interesting piece of work and progress with this issue should be reported in your 1st progress report.

PUBLIC TRANSPORT INTERCHANGE

Overall there appears to be a general lack of strategy/implementation programme for this topic and this must be rectified for your 1st progress report. However, there are some encouraging PTI improvements evident in Yorkshire Dales National Park area (Grassington and Pateley Bridge – both due to be completed in 2000/2001); also funding identified to improve facilities at Malton (A64 corridor) and Skipton (A65 corridor).
CONSISTENCY WITH NATIONAL PLANNING GUIDANCE, RPG/RTS, AND DEVELOPMENT PLAN

Reference is made to RPG, RTS, Structure Plan and Local Plans however, you do not then explore how you see the opportunities to develop the themes in the RTS, particularly in relation to modal shift and the use of high speed rail links. No mention is made of PPG3 and its main thrust of using brown-field land rather than green-field and concentrating development in sustainable locations in main settlements. This important issue must be tackled and reported on in your 1st progress report.

There is a need to indicate a programme for the updating of your development and Structure Plans.

ESTABLISH A PUBLIC TRANSPORT INFORMATION (PTI) STRATEGY

It is good to see that you have now introduced a dedicated phone line, together with timetable books/leaflets and journey planner on the Internet. However, although you say that “a Countywide Publicity Strategy has been adopted after extensive consultation”, there is no mention of how this consultation was carried out or what the overall PTI strategy is. Clarification is required in your 1st progress report.

ESTABLISH AN INTEGRATED STRATEGY FOR REDUCING CAR USE AND IMPROVING CHILDREN’S SAFETY ON THE JOURNEY TO SCHOOL

You are working with schools to develop School Travel Plans (STP) and anticipate that there will be an awareness of STP in all schools by 2001, with an appreciation of what may be required in 50% by 2005. You propose to introduce STP in 5% of schools by 2003, 15% by 2005. Progress with this issue should be reported in your annual progress reports.

MEASURES TO ENCOURAGE VOLUNTARY ADOPTION OF TRAVEL PLANS BY MAJOR EMPLOYERS

You have made references to Target Programme and Travelwise, however, no explanation is given of how you are implementing these initiatives. The section on Travel Awareness rather suggests a set of reasons why you will not achieve any significant results. You should be more positive in your desire for improvement.

There are approximately 40 organisations in North Yorkshire, plus yourselves and the Health Trusts that have more than 250 employees. The target set of only 25% of organisations being encouraged to have some element of green travel by the end of the plan period is not a very demanding target. You must try and do more than encourage.

AIRPORT SURFACE ACCESS

There appears to be no reference to Airport Surface access to either Leeds Bradford, Teesside or Manchester in the document. As these three airports surround the county, some reference to the future effects on passenger and freight traffic is essential. The Government continues to attach importance to achieving an increase in the proportion of journeys made to airports by public transport. Although there are no
major airports within your local authority area, we expect you to continue to work closely with neighbouring authorities, airport operators and other transport operators to help to achieve the targets set out in surface access strategies. Progress with this issue should be reported in your annual progress reports.

DISABILITY ISSUES

The plan makes reference to the Disability Discrimination Act 1995 and the issue is covered well at a strategy level. However, the plan suggests that some issues have been identified but not quantified. This needs to be rectified. In this respect you also need to carry out an audit of stations and facilities.

There appears to be a scattering of information about disability issues in the wider plan and in the sub area plans. However, it does seem that little consideration has been given to the issue of access to jobs for socially excluded people. Also it seems that you have translated social exclusion as being applicable only to elderly and infirm people. The issue is much wider than this. An update in the 1st report would be useful.

PROGRESS MEASURES TO PROMOTE SOCIAL INCLUSION

The general problems of the socially excluded members of the public are referred to but in a very general way. In view of the very rural nature of the county, with many low-income socially excluded people living in remote locations, the issues should have been covered more positively. There seems to be no action points that can be used as targets or indicators. This must be tackled and results included in the 1st progress report.

CO-ORDINATION WITH AIR QUALITY ACTION PLAN AND ACTION ON NOISE

There are a wide number of references in the document to noise and air quality but there are no targets given for noise reduction. There is a list of monitoring sites for air quality but again no targets. This work needs bringing together and evidencing in the 1st progress report.

ACTION ON CLIMATE CHANGE

Reference is made to Climate change but there is no reference in the document to the target levels for the reduction of green house gasses that can be achieved in the plan period. There is no assessment of CO₂ reduction as a result of plan policies. Again this work needs bringing together and evidencing in the 1st progress report.

PRINCIPAL ROAD MAINTENANCE STRATEGY

We note that you are prioritising schemes using CHART, and that Deflectagrapgh & Griptester information is also used. Currently you are reporting that the residual life plans show 12.6% of the Principal Network has less than zero life. It would be useful to provide a priority list to demonstrate how you are tackling this problem. You also have not mentioned whether you are working towards developing/issuing a Pavement Management System, this will be crucial in future years to provide evidence for continued funding.
BRIDGE STRENGTHENING STRATEGY

Despite a very large bridge stock you have continued to make good progress with both the assessment and strengthening programmes, using available funds to maximum effect. We note that your assessment programme is near completion, with 94 outstanding assessments, of which 39 bridges belong to Railtrack.

FIVE-YEAR FORWARD LOOK AT MAJOR HIGHWAY PROJECTS

We note the progress made with the Scarborough Integrated Transport proposal and that you are now proceeding to the preparation of a Business Case so that the scheme can be brought forward for funding as a PFI project.

We note your intention to undertake a feasibility study into what might be appropriate for parts of the A65 which are to be detrunked and look forward to progress being made on this important route.

We also note your intention to reappraise the major schemes in the Council’s reserve list with the intention of assessing, prioritising and bringing forward a plan for implementation over the next 10 years.

An update on all these issues should be given in your 1st progress report.

DETRUNKING

We note that the close liaison with the Highways Agency has continued and it appears that there are no major areas of concern, except perhaps the level of funds that may be switched from the Highways Agency to yourselves and for how long these will continue in the future.

How the roads to be de-trunked are to be fitted into the local road hierarchy is not entirely clear, nor is how any integrated transport needs are to be taken forward after they are de-trunked. This issue needs to be addressed in the 1st progress report.

RECOGNISE THE PARTICULAR NEEDS AND SPECIAL CHARACTER OF THE COUNTRYSIDE

The plan refers to rural issues and to some extent some of the problems but does not particularly identify the scale and location of the problems, village size, rural population, distances to employment areas or levels of social exclusion. Considering the proportion of North Yorkshire that is rural and designated as Area of Natural Outstanding Beauty and National Park, it is most disappointing that this does not come across more strongly in the document. There are lots of references to possible action but no proper targets or milestones. We expected that problems and possible solutions should have been better identified.

This issue should be addressed in the 1st progress report.
SUSTAINABLE DISTRIBUTION

It is pleasing to note that you are working to strengthen existing Freight Quality Partnerships and working to set up new partnerships. The appointment of a Freight Development Officer post to promote a lorry routing network and the alternative modes of rail and water is most encouraging. Quarries have formed the back-bone of this work but it needs to be expanded to take on board the needs of the timber industry.

It is good to see that you are undertaking a rail ‘audit’ on existing rail lines to identify infrastructure limitations and potential rail freight sites.

Progress on this whole issue should be reported in the 1st progress report.
APPENDIX 3

SUMMARIES AND AVAILABILITY OF THE DAUGHTER DOCUMENTS
Draft Public Transport Information and Publicity Strategy (July 2000)

The aim of this Strategy is to ensure that comprehensive publicity for all transport services is freely available to a consistently high standard and to work towards a consistent format that meets the needs of the public.

The main provisions of the strategy, which will be reviewed annually, are: -

- A telephone enquiry service as part of the Yorkshire consortium which will include a Geographic Information System (GIS) facility and information about community and unconventional transport services;
- A journey planner to be available on the Internet giving details for the whole of Yorkshire;
- Area timetable booklets – comprehensive network overview based on 7 District Council areas and booklets relating to each of the National Parks;
- Display cases of timetable information at bus stops;
- Provision of information at terminals in town centres and market towns and at railway stations;
- Publication of public transport maps for the County; and
- Development of a distribution network for booklets and leaflets including options such as Royal Mail drops, drops with free newspapers, deposit in libraries Tourist Information Centres and Community Centres.

Copies of the strategy document are available from the Passenger Transport Group, Environmental Services, County Hall, Northallerton. DL7 8AH.
Contact: Richard Owens. Tel: (01609) 532870.
Email: richard.owens@northyorks.gov.uk
Strategy for People with Disabilities (April 2000)

This document sets out the County Council’s strategy for improving mobility for people with physical or mental disabilities and develops the County Council’s corporate priorities by adopting a comprehensive and integrated approach to providing quality access and enhanced mobility.

The Strategy contains objectives under 4 main headings:-

- Public Transport Accessibility – Buses, taxis and unconventional services
  Objective – To provide a high quality network accessible by people with disabilities and integrated between modes. The level and nature of provision will vary between the rural and urban areas of the county but should be adequate to ensure a reasonable level of mobility even in isolated areas.

- Public Transport Accessibility – Rail services
  Objective – To improve pedestrian and wheelchair access to station platforms and rail vehicles in line with the Disability Discrimination Act. Accessibility also includes providing pedestrian links to other transport modes and to town centre facilities.

- Accessibility for car users
  Objective – To provide adequate dedicated “orange/blue badge” parking spaces in town centres, within new developments and at key visitor attractions in the National Parks, and to integrate these with a high quality pedestrian environment linking parking areas to local facilities.

- Accessibility within the pedestrian environment
  Objective – To provide access-friendly layouts and designs for pedestrian areas in town centres and links between transport facilities, bus and rail stations, rural village centres and at tourist attractions.

The document outlines the problems, opportunities and priorities for each objective and lists improvement measures to meet these objectives.

Copies of the Strategy are available from Policy Development Business Unit, Environmental Services, County Hall, Northallerton, DL7 8AH.
Contact: Sue Stabler. Tel: (01609) 532459. Email: sue.stabler@northyorks.gov.uk
Pedestrian Strategy (July 2000)

This sets out the County Council’s objectives, policies and targets for pedestrians in both the rural and urban areas of North Yorkshire.

The Strategy contains 12 policies aimed at improving comfort, safety and convenience for pedestrians. Special emphasis is placed on the needs of people with mobility impairments e.g. disabled people, the elderly and parents with prams. The Strategy raises the profile of the pedestrian and promotes pedestrian-friendly facilities in a co-ordinated manner.

The Strategy is predicated on 5 Objectives:

• To maximise the role of walking to reduce the use of/reliance on the private car;

• To develop high quality networks providing safe, convenient and attractive routes for pedestrians in urban areas;

• To ensure that the needs of pedestrians are given priority when assessing transport and development proposals;

• To maintain and improve the network of rural, urban and inter-urban pedestrian routes;

• To ensure that facilities for the disabled are provided on the key pedestrian route network, to improve facilities for the disabled on all pedestrian routes and to ensure facilities for the disabled are provided when new and refurbished pedestrian crossing facilities are constructed.

6 Targets are set:

• To produce Pedestrian Action Plans, identifying key pedestrian routes, for all towns in North Yorkshire by 2003;

• To remedy all significant barriers to pedestrians, using the key pedestrian routes identified in the Action Plans, by 2006;

• To increase pedestrian use of key routes by 10% over 2001 levels by 2006;

• To install facilities for the disabled at road crossings on all key pedestrian routes by 2004;

• To identify and implement key inter-urban and rural walking routes;

• To spend at least £200k p.a. on the provision of rural and urban pedestrian facilities.

The Strategy will be monitored and periodically reviewed and updated.

Copies of the Pedestrian Strategy are available from the Forward Planning Section, Environmental Services, County Hall, Northallerton, DL7 8AH.
Contact: Andrew Bainbridge, Senior Engineer. Tel: (01609) 532382.
Email: andrew.bainbridge@northyorks.go.uk
Cycling Strategy (June 1999)

This sets out the County Council’s objectives, policies and targets for cycling in both the rural and urban areas of North Yorkshire.

The Strategy is based on the Model “Local Cycling Strategy” included in the National Cycling Strategy adapted to make it relevant to specific circumstances in North Yorkshire.

The Strategy has 3 Objectives:-

• To maximise the role of cycling as a transport mode, in order to reduce the use of private cars both for utility and recreational purposes;

• To develop a safe, convenient, efficient and attractive cycle network;

• To ensure that policies to increase cycling and meet the needs of cyclists are fully integrated into the Structure Plan, the Local Transport Plan, the Road Safety Plan, District Council Local Plans and all other relevant strategies.

7 Targets are set:-

• To identify current levels of cycle usage in North Yorkshire and set locally appropriate targets which will contribute to a national doubling of cycle usage by 2002 and a further doubling by 2012;

• To identify current and potential levels of cycle use for trips to school and set targets to increase the modal share of cycling by pupils of 10 years or older;

• To identify and adopt targets to reduce the casualty rate for pedal cyclists per km travelled;

• To provide a minimum of 50 cycle parking facilities per year throughout North Yorkshire;

• To provide on-road cycle training for 20% of 10-12 year olds;

• To identify and ensure that funding bids include plans and schemes to benefit cycling, in line with the local cycling strategy;

• To spend, in addition to funding from external sources, at least £70k p.a. of the County Council’s Local Transport Plan budget on measures to improve facilities for cyclists.

The Strategy will be reviewed on a biannual basis to monitor progress.

Copies of the Strategy are available from the Forward Planning Section, Environmental Services, County Hall, Northallerton, DL7 8AH.
Contact: Andrew Bainbridge, Senior Engineer. Tel: (01609) 532382.
Email: andrew.bainbridge@northyorks.gov.uk
Freight Strategy (June 2000)

This sets out the key issues, aims and objectives for achieving sustainable distribution of freight within and through North Yorkshire and examines the potential for transferring freight distribution from road to rail and waterways.

The key sectors addressed are farming, the extractive industries, power generation and waste disposal/management, manufacturing and services and transport and distribution. The various constraints on the transport network are also reviewed.

The Strategy has three components:-

• Demand management;
• Modal shift; and
• Reduced impact of lorries

It identifies two headline Local Transport Plan targets:-

• To put in place by the end of 2002 a comprehensive lorry routing database; and
• To put in place at least three freight quality partnerships by 2005.

Several other targets are highlighted, the achievement of which lies outside the direct control of the County Council.

Copies of the Strategy are available from the Forward Planning Section, Environmental Services, County Hall, Northallerton, DL7 8AH. Contact: Elwyn Williams, Team Leader. Tel: (01609) 532269. Email: elwyn.williams@northyorks.gov.uk

(A 100 page accompanying explanatory document is also available).
Road Safety Plan (July 1997)

This sets out the County Council’s policies to co-ordinate the range of services aimed at improving road safety. The Plan includes an overview of casualty statistics and trends within the County followed by separate sections detailing the objectives and priorities for various aspects of road safety. A section is also devoted to recent road safety achievements and the Plan includes a glossary of terms.

The Plan has 8 objectives:-

• Planning and Co-ordination: Improve road safety in North Yorkshire by planning, co-ordinating and implementing an integrated and comprehensive Road Safety Plan for the County which is consistent with Government policy and other guidelines aimed at reducing casualties, and to provide adequate resources to enable it to do so;

• Information Systems: Ensure that adequate facilities are available to collect, analyse and disseminate data on road accidents and casualties so that the nature and scale of the road safety problem within North Yorkshire can be accurately determined and appropriate measures can be devised to tackle the problem;

• Engineering: Improve safety on the roads of North Yorkshire by the systematic use of accident reduction and accident prevention measures targeted at known accident locations;

• Education and Training: Achieve a greater awareness by the public of the scale of the Road Traffic Casualty problem and an appreciation of their personal contribution towards reducing the number and severity of accidents through a structured programme of education, training and publicity;

• Publicity and Information: Develop a high awareness of road safety issues, changes in legislation and casualty reduction activities through a programme of targeted publicity and information;

• Encouragement: Improve road safety by supporting road safety activities within the County Council and through effective collaboration with District Councils and other organisations within North Yorkshire;

• Enforcement: In partnership with the Education and Environment Directorates of the County Council to secure a safe environment in North Yorkshire, and to target driver behaviour as part of the North Yorkshire Police Force’s contribution to the Government Casualty Reduction Targets; and

• Enforcement: Contribute to improved road safety by enforcing legislation concerning the overloading of goods vehicles, and the supply of motor vehicles and other consumer goods to ensure appropriate safety standards are met.

Copies of the Plan are available from the Environmental Enhancement Business Unit, Environmental Services, County Hall, Northallerton, DL7 8AH.
Contact: David Lindsay, County Road Safety Officer. Tel: (01609) 532616.
Email: david.lindsay@northyorks.gov.uk
Draft Skipton Traffic Management Strategy (November 1998)

This sets out issues of concern and possible solutions to the problems of the future management of traffic and transport in Skipton. The strategy is a draft which will need to be subject to wide-ranging public consultation before adoption.

Problems and issues with the current situation are addressed in the first part of the document e.g. pedestrian/vehicle conflicts, car parking, signage, speed limits, public transport, disabled access and cycling. The document goes on to list the key objectives of the draft Strategy which fall under the following topics:-

• Managing demand;
• Encouraging alternative modes of transport;
• Environmental protection and enhancement;
• Road Safety;
• Town centre viability;
• Raising awareness;
• The location of key facilities; and
• Resources and funding.

A further section sets out the draft Strategy in more detail, and a final section considers sources of funding for the Strategy.

Copies of the draft Strategy are available from Policy Development Business Unit, Environmental Services, County Hall, Northallerton, DL7 8AH. Contact: Sue Stabler. Tel: (01609) 532459. Email: sue.stabler@northyorks.gov.uk
Whitby Traffic Management Strategy (May 1999)

The overall aim of this strategy is to reduce the adverse impact of traffic within the town and improve the quality of life for the local community and visitors. It provides an overview of existing problems/issues e.g. traffic congestion, parking facilities, public transport, the pedestrian environment, park and ride and planned land use developments.

Key objectives are:

• To manage overall demand for travel into and within Whitby in order to protect its special qualities;

• To increase use of more environmentally friendly modes of transport – walking, cycling, public transport;

• To identify key areas for improvement where pedestrians and essential servicing traffic will have priority and improve air quality by reducing pollution from vehicles;

• To improve road safety and reduce road injury accidents; and

• To improve awareness of traffic and transport issues and change travel behaviour.

The strategy sets out a range of proposed measures/schemes to address the issues and concerns highlighted. Proposals include:

• A detailed study into a new park and ride facility served directly from the A171 and based on feeder bus services into the town centre;

• Consideration of the Abbey Head car park as a park and ride site for traffic approaching the town from the south;

• Continued promotion and development of the Esk Valley rail service to encourage a greater proportion of visitors to travel to Whitby by rail;

• Trial of through rail services from Pickering to Whitby on the North Yorkshire Moors Railway;

• Enhancement of bus services and review of provision for visiting coach services;

• Promotion of services through improved travel/timetable information;

• Re-introduction of some freight services on the railway;

• Definition of a central pedestrian zone with restricted vehicular access (essential servicing); and

• Revised parking arrangements.

Copies of the draft Strategy are available from the Policy Development Business Unit, Environmental Services, County Hall, Northallerton, DL7 8AH.
Contact: Sue Stabler. Tel: (01609) 532459. Email: sue.stabler@northyorks.gov.uk
Whitby Park and Ride Study Draft Stage 1 Report December 1999

Prepared by Consultants WS Atkins to test the feasibility of introducing a Park and Ride site on the A171 to the west of Whitby, this study is being undertaken in two stages.

Stage 1 involved site identification and development of a modelling tool to assess patronage levels and the revenue implications. Each road trip into Whitby was broken down into 3 components – origin of the trip denoting the route of entry the town – the parking zone the car would park in if Park and Ride was not used – and the final destination zone i.e. where the car occupants are travelling to.

Three origin zones were defined – A174 from Redcar, near the Golf Club – A171 (w) from Teesside east of the A169 junction thereby covering both A171 and A169 traffic flows into Whitby - A171 (S) from Scarborough, north of the industrial estate. Whitby itself was split into 7 parking zones.

Three final destination zones were defined – Whitby sands beach/Whitby Pavilion and Theatre/Pier Road area – the Marina/Endeavour Wharf/pedestrianised shopping area – the Harbour/Abbey.

There were 4 steps in the modelling process: -

- Step 1 calculated trip distribution into Whitby;
- Step 2 calculated if the parking zones were above capacity and if so carried out redistribution iterations until all zones were at or below capacity;
- Step 3 calculated the proportion to use Park and Ride; and
- Step 4 calculated the new time taken to find a space in each parking zone and the new capacity accounting for vehicles that would leave in the next time period.

The results of the demand forecasting showed that, based on the current parking regime in Whitby, the peak summer weekend daily demand for Park and Ride would be 675 passengers assuming a £1 return fare or 807 passengers at an 87p return fare equating to 265 or 316 vehicles removed from the highway respectively.

If 25% of the free on-street parking were removed the report concluded that the demand for Park and Ride would increase to 725 or 871 passengers depending on the fare charged.

Under all four modelled scenarios – 80p versus £1 fares as now versus 255 in on-street free parking - the proposed Park and Ride service would cover its operating costs.

Copies of the report can be obtained from Policy Development Unit, Environmental Services, North Yorkshire County Council, County Hall, Northallerton DL7 8AH. Contact: Sue Stabler. Tel (01609) 532459. Email: sue.stabler@northyorks.gov.uk
Scarborough Integrated Transport Scheme Appraisal Summary Table and Explanatory Narrative July 2000

North Yorkshire County Council and Scarborough Borough Council commissioned two inter-linked studies to assess the outcomes of introducing an on-street parking regime within the town, and Park and Ride sites on the A165 and A64 into the town.

In addition, the County Council carried out an Appraisal of the A165 Scarborough-Lebberston Diversion following the guidelines set out in the Department of Transport's New Approach to Appraisal.

The findings of these studies and the way in which the scheme impacts on the five Government objectives of Environment, Safety, Economy, Accessibility and Integration are summarised in the Appraisal Summary Table for the scheme as a whole. This together with an annex to the narrative explains how the economic benefits arising from the introduction of Park and Ride have been calculated.

It is anticipated that the scheme will reduce traffic congestion in Scarborough by up to 105 on the two southern approaches to the town centre and save over 300 personal injury accidents. It will produce overall environmental benefits across the town by reducing overall traffic levels. It is also expected to provide significant economic benefits and assist regeneration.

The report concludes that the scheme achieves its objectives and produces £35m of benefits for a cost of £11.35m giving a Net Present Value of £23.65 and a Benefit Cost Ratio of 3.1.

Copies of the report can be obtained from Policy Development Unit, Environmental Services, North Yorkshire County Council, County Hall, Northallerton DL7 8AH. Contact: Sue Stabler. Tel (01609) 532459. Email: sue.stabler@northyorks.gov.uk
Harrogate and Knaresborough Cycling Implementation Plan July 2000

This plan was prepared by a partnership of North Yorkshire County Council, Harrogate Borough Council and Harrogate Cycle Group. It proposes a network of radial and orbital cycle routes linking residential areas to the town centres, secondary schools, bus and train stations, areas of employment and recreational areas.

Where possible, cyclists will benefit from shorter routes than are available to motorists, and the network is intended to be suitable for use by an unsupervised 12-year old child. A network of 80 km of routes could be implemented over the next five years depending on funding availability. The routes of the proposed network are to be protected through Supplementary Planning Guidance prepared as part of the Harrogate Districtwide Local Plan. The Plan is to be reviewed annually, with consideration given to further extending the network.

Proposals for two new sections of the National Cycle Network Route 66 along disused railway tracks are being developed – a 4km path to Ripley and a 4.5km path to Spofforth. The urban cycle network will link these routes through the centre of Harrogate. Further links are proposed, including a link to York and the National Cycle Network and a link being developed by Leeds City Council and Sustrans between Thorpe Arch and Wetherby.

Priority is given to increasing the number of journeys to school by cycle, cycle training, improved safety and more cycle parking. Proposals are included for cycle audits, maintenance, shared use paths, better access for the disabled, cycle maps and signing and green travel plans. A design guide is to be prepared to assist in achieving consistency of cycle route design throughout the County.

Targets to be achieved on completion of the network are: -
- 15% of journeys to work;
- 20% of journeys to secondary school;
- 90% of 10 –12 year olds cycle trained;
- 50% fall in the rate of casualties in proportion to the level of cycling; and
- 200 new cycle parking spaces.

The estimated cost of implementing the network proposals is £2.6m.

Copies of the full document are available from the Department of Technical Services, Harrogate Borough Council, Knapping Mount, West Grove Road, Harrogate HG1 2AE. Tel: 01423 556967. Email: tt35@harrogate.gov.uk
or from Policy Development Unit, Environmental Services, North Yorkshire County Council, County Hall, Northallerton DL7 8AH.
Contact: Sue Stabler. Tel (01609) 532459. Email: sue.stabler@northyorks.gov.uk
Road Traffic Reduction Act Report (July 2000)

This contains an assessment of existing levels of traffic on roads for which the County Council is the Local Highway Authority and a forecast of expected growth in those levels. It also contains targets for reducing the rate of growth of local road traffic in the area.

The report takes into account the following requirements:

- Promotion of environmental objectives;
- Promotion of economic development across all parts of the County;
- The need for greater efficiency in the use of scarce resources including road and rail capacity;
- Enhancement of the vitality and viability of town and city centres;
- A reduction in social exclusion and the need to provide for the accessibility needs of all sectors of society, including disabled people;
- Achievement of high standards of safety and security across all travel modes;
- Promotion of awareness of the issues throughout society; and
- Attention to meeting the particular needs of rural areas.

The strategy is based on reducing growth in the number and length of motorised journeys, encouraging alternative means of travel with less environmental impact, improving air quality and reducing reliance on the private car.

The key means of achieving traffic reduction highlighted include:

- Adherence to government guidance;
- Rail and especially bus improvements;
- Traffic Management;
- Urban Traffic Management and control systems;
- Parking controls;
- Traffic regulations;
- Speed limits;
- Encouraging alternatives to the private car; and
- Walking and cycling.

Targets set in the plan include:

- Zero traffic growth in Harrogate and Scarborough town centres from 2000;
- Traffic growth in the North York Moors National Park limited to at least 1% and in the Yorkshire Dales to at least 2% below average national growth over the period of the LTP; and
- Traffic flow on the A19 through Selby reduced by 30% on opening of the Selby Bypass and growth restrained to a level not exceeding the national low growth forecast from that time until the end of the LTP period.

Copies of the report are available from the Forward Planning Unit, Environmental Services, County Hall, Northallerton. DL7 8AH.
Contact: Elwyn Williams, Team Leader. Tel: (01609) 532269.
Email: elwyn.williams@northyorks.go.uk
APPENDIX 4

MAIN ELEMENTS OF THE COUNTY COUNCIL’S PUBLIC TRANSPORT INFORMATION AND PUBLICITY STRATEGY
# Public Transport Information and Publicity Strategy

## Summary of Main Provisions

<table>
<thead>
<tr>
<th>County Council role</th>
<th>Bus operator role</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Telephone Enquiry Service</strong></td>
<td>Maintain database co-ordinate funding for telephone information service. Provide card funding for telephone information service. To display details of the telephone information service on all vehicles operating local bus services.</td>
<td>2001 onwards</td>
</tr>
<tr>
<td><strong>Journey Planner</strong></td>
<td>To ensure all timetable and registration changes are notified to the County Council.</td>
<td>2001 onwards</td>
</tr>
<tr>
<td><strong>Timetable Booklets</strong></td>
<td>To produce area timetable booklets twice each year.</td>
<td>Timely although likely to require amendments to the timetable in the future.</td>
</tr>
<tr>
<td><strong>Timetable Leaflets</strong></td>
<td>To provide a service on a quarterly basis of a distribution network.</td>
<td>To be available from July 2001</td>
</tr>
<tr>
<td><strong>Bus Stop Displays</strong></td>
<td>To provide timetable display cases and maps.</td>
<td>Existing displays to be updated by September 2001. New cases to be introduced as required.</td>
</tr>
<tr>
<td><strong>Town Centre and Market Town Displays</strong></td>
<td>To provide public transport and general information at terminal points.</td>
<td>Display boards will be provided in accordance with the LTP schedule.</td>
</tr>
<tr>
<td><strong>Railway Station Displays</strong></td>
<td>To provide public transport and general information displays at rail stations.</td>
<td>To be available at 50% of North Yorkshire stations by 2006.</td>
</tr>
<tr>
<td><strong>Information on Vehicles</strong></td>
<td>To produce displays of relevant information. To notify passengers of impending changes, to make leaflets available on request, to display information for passengers as specified by the County Council.</td>
<td>Approved system to be in place by December 2001.</td>
</tr>
<tr>
<td><strong>Maps</strong></td>
<td>To produce public transport maps for the County. To ensure all timetable and registration changes are notified to the County Council.</td>
<td>County wide maps to be available by September 2001.</td>
</tr>
<tr>
<td><strong>Distribution</strong></td>
<td>The County Council will work to develop a distribution network for booklets and leaflets. To arrange targeted deliveries of route leaflets along key bus corridors.</td>
<td>Core distribution network to be established by June 2001. Ongoing developments.</td>
</tr>
<tr>
<td><strong>Transxchange Project</strong></td>
<td>To provide funding for the Transxchange project to purchase equipment to support the project.</td>
<td>Pilot project by April 2002.</td>
</tr>
</tbody>
</table>
APPENDIX 5

REPORT ON THE DETERMINATION OF INTEGRATED TRANSPORT CAPITAL PROGRAMME PRIORITIES

[Report to the County Council’s Corporate Policy Committee on 24 October 2000]
NORTH YORKSHIRE COUNTY COUNCIL
CORPORATE POLICY COMMITTEE
24 October 2000

PRIORITY ASSESSMENT OF HIGHWAYS MINOR WORK SCHEMES

Recommendation from CABINET

Having discussed the following report at its meeting on 9 October 2000 the Cabinet agreed to recommend to this Committee that:

(a) the criteria set out against each of the scheme categories listed in the report are recommended to Corporate Policy Committee for approval as the basis for assessing the respective priority of schemes for inclusion in the Minor Works Capital Programme.

(b) the views of the Area Committees be sought on the criteria and how these affect schemes listed in their Areas

PETER SOWRAY
Executive Member for Environmental Services

PRIORITY ASSESSMENT OF MINOR WORKS CAPITAL SCHEMES

1.0 PURPOSE OF REPORT

1.1 To seek approval to the method to be adopted for the assessment of minor works integrated transport schemes for inclusion in the Minor Works Capital Programme.

2.0 RESOURCE CONSIDERATIONS

2.1 There are no financial or staff resource implications as a result of the decision required.

3.0 BACKGROUND

3.1 The Local Transport Plan (LTP), submitted to the Government Office in July 2000, sets out the Policies and Objectives of the County Council in respect of transport. The LTP divides the County into 8 Policy Sub-Areas. The Plan contains a number of new initiatives and areas of work not previously carried out by the County Council. It is therefore necessary to agree the principles to be applied in assessing the priority of works to be carried out to achieve the objectives set out in the Plan. Whilst considering the new areas of work it is also recommended that all aspects of the minor works priority assessment be reviewed at this stage to establish an approved method of setting the priority of schemes being considered for inclusion in the Minor Works Capital Programme.

3.2 It would be appropriate in determining the Minor Works Programme that the respective Area Committees determine the relative priority of minor works schemes within their area. This should be done having due regard to the criteria set out in this report and the priorities set by the Highway Agent Authorities of Harrogate and Scarborough and the National Parks where
appropriate. The Cabinet would then make the final budget allocations to the various categories of schemes.

3.3 The method of funding through the LTP will give greater confidence to the funding stream from Central Government over the next 5 years. This confidence in funding will enable the Council to take a more strategic approach to integrated transport. The funding from Central Government will be based on the objectives and targets set out in the LTP. The County Council will be required to monitor performance against the targets defined in the LTP and report to the government office on progress made. Schemes are currently prioritised for consideration for inclusion in the programme of works on the following basis:

- **Passenger Transport** – there is currently no formally agreed method of prioritising these schemes.
- **Local Safety Schemes (LSS)** – the method of assessment depends on the type of safety scheme. Traffic Calming is assessed on the ratio of the cost of the scheme to the injury accident record over the previous three years. The Village gateway schemes are ranked on the number of injury accidents over the previous three years. LSS general schemes are ranked either on the ratio of cost to injury accident record or using a points scoring system which takes into account traffic flow, cost, injury accident record and pedestrian flow.
- **Traffic Management schemes** – these are assessed based on a points scoring formula.
- **Pedestrian facilities and walking** – depending on the type of schemes these are prioritised on a points scoring formula or pedestrian/vehicle conflict.
- **Cycling schemes** – these schemes are assessed on a points scoring formula.
- **Disabled** – this is a new area of work. There is currently no agreed method of prioritising the schemes.
- **Safe routes to school** – There is currently no formally agreed method of prioritising these schemes.
- **Travel awareness** – This is a new area of work.
- **Freight** – this is a new area of work.

3.4 It is important that the Minor Works Programme is determined based on schemes prioritised to reflect the new objectives to ensure the targets included in the LTP are met. This will ensure that Area Committees when considering the priority of schemes in their respective areas will be assessing the various categories of schemes in a consistent manner to reflect the overall objectives set out in the LTP.

3.5 It is therefore recommended that the Minor Works priority assessment be reviewed to establish an approved method of setting the priority of schemes being considered for inclusion in the Minor Works Capital Programme which reflect the agreed objectives included in the LTP. Also, identification and prioritising of market towns or areas, to be subject to a traffic management study, within each of the districts covered by the Area Committees would ensure that a comprehensive integrated approach to transport will be achieved across the County.

3.6 Dealing with each of the measures included in the LTP in turn, the following methods of assessment are either already established and should be confirmed, or, are modifications/additions to the current assessment procedures.
4.0 **PUBLIC TRANSPORT**

4.1 Public Transport contributes to the following objectives within the LTP:

4.2 To promote social equality by providing genuine choices of travel mode which meet travel needs of the socially and physically disadvantaged; to provide a quality public transport system for as many residents as possible which recognises the importance and impact of tourism in the County; to limit traffic growth by reducing the need to travel and developing alternative non-car travel modes; to minimise the adverse impact of traffic on the environment, particularly with regard to noise and pollution and to reduce the number and severity of casualties arising from road accidents in the County.

4.3 Public Transport schemes fall into one of the following 6 broad categories:

- **Infrastructure schemes.** This will encompass the development of Public Transport Infrastructure in Market towns. An evaluation of the facilities in Market towns within each Policy Sub-Area is included in the Local Transport Plan document. Schemes within each policy sub area will be prioritised according to the level of bus service departures and its relative interchange value.

- **Quality bus corridors.** Quality bus corridors will be identified in discussions with bus operators. Individual schemes within each Policy Sub-Area will be evaluated according to an assessment of service quality. This will take account of:
  - Basic service frequency
  - Evening services
  - Sunday services
  - Quality of vehicles being or proposed to be used.

- **Bus shelters.** Expenditure on bus shelters will initially be linked to the development of quality bus corridors. Shelters will be considered at other sites away from quality corridors having regard to:
  - The exposure of the site
  - Frequency of bus services
  - Level of passenger usage

- **Heavy rail improvements.** The LTP gives a commitment to improve access to stations within the County. Stations will be prioritised within each policy sub area according to the level of usage taking into account Railtracks own planned improvement programme.

- **Multi-modal schemes.** This category can encompass a variety of schemes aimed at improving the linkages between transport modes eg. Bus/rail and cycle/rail. Each place will be assessed according to the extent to which it contributes to the overall objectives of the Local transport Plan.

- **Publicity.** Publicity schemes will be linked to Market town and quality bus corridor developments.
5.0 LOCAL SAFETY SCHEMES/ROAD SAFETY/TRAFFIC CALMING

5.1 The objective of this category of scheme is to reduce accidents. The County Council has set a casualty reduction target of 40% of Killed and Seriously injured by 2010 compared with the average number recorded between 1994 and 1998. This is a challenging target to meet. To ensure the finances available are deployed in the most effective manner it is recommended that the priority of schemes in these categories be determined on the basis of the ratio of cost of the scheme and the injury accident record over the preceding 3 year period.

6.0 TRAFFIC MANAGEMENT

6.1 The objectives of this category of scheme include: to provide an efficient highway network; to minimise the adverse impact of traffic on the environment; to facilitate the opportunities for economic regeneration, growth, and the sustainable movement of goods.

6.2 It is recommended that the approach should be to identify and rank, for each of the Policy Sub-Areas in the LTP, the locations to be subject to a traffic management study. The order in which the traffic management studies are to be carried out within each of the Policy Sub-Areas should be determined by the respective Area Committees based on the following:

- The size of the settlement;
- Perceived nature and extent of the current problems;
- Taking into account where possible linkages to other initiatives and the distribution of resources across the Policy Sub-Areas defined in the LTP.

The studies would identify improvements that contribute to the overall objectives.

6.3 It is recommended that the respective traffic management studies identify the schemes to be implemented and their relative priorities. Each traffic management area should then be dealt with in a comprehensive manner by implementing the schemes in an agreed priority order as determined by the Area Committees. It is however recognised that there are a number of traffic management schemes that are not part of a comprehensive traffic management plan for an area. It is therefore recommended that part of the traffic management budget should be allocated to enable these schemes to progress. These schemes would be prioritised by the Area Committees taking into account the cost of the scheme and the perceived benefits. The initial priority will be based on the points ranking formula shown in Appendix 1. This formula is based on that used previously for ranking of minor works schemes but modified to reduce the weighting given to accident benefits. As noted earlier schemes aimed primarily at improving road safety will be dealt with in a separate category and prioritised on the basis of the ratio of cost of the scheme and the injury accident record.

6.4 This approach would provide a comprehensive approach to traffic management across the County whilst not precluding any other traffic management schemes that may emerge from other sources being implemented based on its relative priority when assessed against other schemes.

7.0 PEDESTRIAN FACILITIES AND WALKING

7.1 The Council’s Pedestrian Strategy, which forms part of the LTP, sets out the key objectives for this category of scheme. The prime objectives are to maximise walking to reduce the use and reliance on the private car, provide safe, convenient and attractive routes for pedestrians in urban areas. There is also a need to balance the deployment of finances to improve both rural and urban pedestrian routes.

7.2 Within the LTP there is a target to produce Pedestrian Action Plans for all towns in the County by 2003. This strategic approach to identifying pedestrian needs in the towns will produce a steady stream of schemes for inclusion in a priority list.

7.3 It is recommended that the priority of towns for assessment should be drawn up for each of the Policy Sub-Areas and agreed through the respective Area Committees on the same basis as the traffic management studies above. In some cases it would be appropriate to carry out the traffic management study and the Pedestrian Action Plans at the same time. Where this is not practicable, it is recommended that the Pedestrian Action Plans are carried out in
advance of the traffic management studies and the outputs used to inform the traffic management study.

7.4 Until the production of the Pedestrian Action Plans commence it is not known at this stage the number of schemes that may emerge from the process and hence the demand on the budget. It is however recommended that on completion of a Pedestrian Action Plan that all initiatives identified in that Plan should be implemented in a comprehensive manner where possible as opposed to a piecemeal way.

7.5 As no Pedestrian Action Plans have been produced at this stage, it is recommended that the points scoring assessment criteria be applied for the schemes competing for inclusion in the programme in the coming year. This is attached as Appendix 1. In future years, however, consideration should be given to splitting the budget allocation. A proportion of the budget could be allocated to the implementation of schemes identified through Pedestrian Action Plans. The remainder of the budget would be allocated based on the priority ranking formula but taking into account the need to ensure there is a reasonable spread of the budget across the Policy Sub-Areas of the LTP.

8.0 CYCLING

8.1 The Councils’ Cycling Strategy, which forms part of the LTP, sets out the key objectives for this category of scheme. The prime objectives are to maximise the role of cycling as a transport mode, to provide a safe, efficient and attractive transport infrastructure that facilitates cycling, improve safety for cyclists and to encourage an increase in cycling as a mode of transport. As with schemes in other categories there is a need to ensure there is an equitable spread of resources across the LTP Policy Sub-Areas. The LTP sets out the strategic approach to be adopted, setting a target of producing 10 local Cycle Plans identified in the LTP period. From these Plans schemes will be identified to achieve the above objectives.

8.2 It is recommended that consideration should be given to splitting the budget allocation. A proportion of the budget could be allocated to the implementation of schemes identified through the Cycling Plans. The remainder of the budget would be allocated based on the priority ranking formula but taking into account the need to ensure there is a reasonable spread of the budget across the Policy Sub-Areas of the LTP.

9.0 SAFE ROUTES TO SCHOOL

9.1 This category cuts across all the minor works budget allocations. Schools are being encouraged to produce School Travel Plans. These plans primarily are a comprehensive review of current travel patterns to and from school, identification of safety issues in respect of school travel and the potential for decreasing the dependence and use of the private car for these journeys. The Plans will produce a range of items for funding through the Minor Works Budget. In selecting schemes priority should be given to those schemes that have been identified through a School Travel Plan. If other schemes are requested that relate to school travel routes the respective schools will be advised to develop a school travel plan in support of their request.

10.0 PROVISION FOR THE DISABLED

10.1 The needs of the disabled will be identified through the Pedestrian Action Plans. It is recommended that the provision for the disabled be dealt with in a comprehensive manner as the needs within settlements are identified. Due account should also be taken of specific circumstances that may need more urgent attention with priority based on usage. Within the LTP, account has been taken to address the need to upgrade signalised road crossings to cater for the disabled. It is proposed that the implementation of the signal upgrades be given a high priority over the next 3 years.
11.0 TRAVEL AWARENESS

11.1 The LTP sets out the objectives of the Travel awareness activities. The prime objectives are to promote social equality; minimise the impact of traffic on the environment; to facilitate opportunities for economic regeneration, growth and sustainable movement of goods; to limit traffic growth by minimising the need to travel, and developing alternatives to non-car travel modes.

11.2 In order to ensure there is a structured approach to travel awareness activities a Travel Awareness Strategy has been produced. A number of themes have been identified including raising awareness through campaigns to providing advice and help on the production of travel plans for schools and business. It is recommended that the programme of work, for these activities, is approved by the Executive Committee member of Environmental Services.

12.0 FREIGHT

12.1 The LTP sets out the objectives for promoting sustainable distribution of goods in the County. The prime objectives are to minimise the adverse impact of traffic on the environment and to facilitate the opportunities for economic regeneration and growth and the sustainable movement of goods.

12.2 The following initiatives amongst others have been identified in the County Council's Freight Strategy. The production of a lorry routing data base accessible through the County Council's web site; investigation with Railtrack and the Strategic Rail Authority into the upgrading of the freight infrastructure on a number of routes through the County; encouragement of the “well driven policy” by road hauliers serving industries in the County and the setting up of Freight Quality Partnerships. It is recommended that the measures to implement these initiatives are subject to approval of the Executive Committee member of Environmental Services.

13.0 CORPORATE POLICIES

13.1 This report is particularly relevant to the following corporate policies of the County Council:
- Promote a successful North Yorkshire economy and infrastructure
- Promote safe healthy and sustainable communities
- Reduce disadvantage and help people in need
- Improve how we work and communicate with people locally
- Ensure a future capacity to provide quality services which people want

14.0 CONSULTATION

14.1 Extensive public consultation has been carried out on the LTP that forms the basis of the objectives underpinning the above recommended assessment criteria. The officers of the Highway Agent Authorities of Harrogate and Scarborough have also been consulted in the drafting of this report.

15.0 COMMUNICATIONS

15.1 The Area Committees are to be asked to comment on this criteria and recommend the respective priority of schemes for inclusion in the Minor works Capital Programme for 2001/2002. The County Council's Agents in Harrogate and Scarborough and the National Parks will be advised of these criteria and be invited to comment on them. They will be asked to recommend, in accordance with the criteria, their priorities for inclusion in the Minor Works Capital Programme for 2001/2002.
16.0  RECOMMENDATIONS

16.1  It is recommended that the criteria set out against each of the above scheme categories be recommended to Corporate Policy Committee for approval as the basis for assessing the respective priority of schemes for inclusion in the Minor Works Capital Programme.

M O MOORE
DIRECTOR OF ENVIRONMENTAL SERVICES

Background Papers
North Yorkshire County Council Local Transport Plan 2001/2006

Author:  E Williams
Report Presented By:  M O Moore, Director of Environmental Services

EW/EI
20 December, 2000