Local Transport Plan
2006-2011

March 2006
Foreword

This is the second North Yorkshire Local Transport Plan and replaces the provisional Plan published in July 2005. It sets out the Aims and Objectives for transport in North Yorkshire for the next ten to fifteen years and the strategies and policies to deliver them over the five year period 2006-2011. The Plan has been prepared by North Yorkshire County Council in partnership with a wide range of public, private and voluntary organisations. Most importantly, it has been prepared in consultation with our customers, visitors and residents of North Yorkshire.

The Council recognise that transport is a means to an end and not the end product itself. This plan therefore shows how transport can contribute towards the wider aspirations for North Yorkshire and as such, supports other local and regional planning aims set out in the Regional Spatial Strategy which incorporates the Regional Transport Strategy. The Plan also embraces the Government and Local Government Association’s four shared priorities for transport and sets a further three local Objectives. The seven Objectives of the Plan are based on the following:

- Safety
- Accessibility
- Environment (including Air Quality)
- Congestion
- Quality of Life
- Economy
- Efficiency

North Yorkshire is primarily a rural County. Many of the residents of our County look towards the local towns as the place to access most of the services they require. Building on this, the Plan includes a programme of Service Centre Transportation Strategies which will ultimately cover the whole of the County. These will be prepared in consultation with local residents and will identify local transport related issues and solutions for the towns and its surrounding rural hinterlands. These strategies build on the success of our Town Centre Traffic Management Strategies and will become the main means of identifying schemes and initiatives for implementing through the Local Transport Plan.

Additionally, the Plan includes details of major countywide transport related issues and proposals to address them.

I am confident that the Council can build on the success of the first Local Transport Plan and continue to work with its partners to deliver significant improvements in transport for everyone in North Yorkshire.

I commend this document to the Secretary of State.

County Councillor P.G. Sowray
Executive Member for Environmental Services
Executive Summary

This document is an Executive (non-technical) Summary of the second North Yorkshire Local Transport Plan (LTP 2) which covers the period from 1 April 2006 to 31 March 2011. It has been compiled in accordance with the Guidance published by the Department for Transport (DfT) in December 2004 and following extensive public engagement.

Introduction

North Yorkshire is England’s largest county. It covers an area of approximately 3200 square miles and has a population of approximately 570,000. The County is characterised by a number of small to medium sized settlements (population between 10,000 and 85,000) which serve large rural hinterlands. There are two National Parks and three Areas of Outstanding Natural Beauty in the County. The main employment in the County is provided by wholesale and retail trade, health and social work, manufacturing, tourism and education.

The LTP provides the policy background and plan for how the County Council and its partners will ensure that local transport services and infrastructure will improve the quality of life for residents and visitors of North Yorkshire.

Local Transport Strategy

A requirement of the LTP is that it supports a longer term (10 to 15 years) Local Transport Strategy (LTS). The LTS sets out how transport can contribute towards achieving the wider National, Regional and Local vision for the future of the County. The LTS reflects this vision for the future as set out in a number of other policy documents including the Regional Spatial Strategy that is prepared by the Yorkshire and Humber Assembly.

The Vision, Aims and Objectives of the LTS and, therefore also the LTP, are set out below:

**Vision**
Better access and sustainable communities for all

The Vision reflects the philosophy that transport is primarily a means of people accessing the services that they require and that most of those services can be provided in local communities.

**Aims**

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

The Aims further support the philosophy that transport is a means to an end rather than the end itself. The Aims reflect how transport can contribute towards making North Yorkshire a better place.

**Objectives**

- **Objective 1 – Accessibility**
- **Objective 2 – Safety**
- **Objective 3 – Environment**
- **Objective 4 – Congestion**
- **Objective 5 – Quality of Life**
- **Objective 6 – Economy**
- **Objective 7 – Efficiency**

The Objectives include the Government and Local Government Association’s four Shared Priorities for transport (Delivering Accessibility, Safer Roads, Better Air Quality and Tackling Congestion) together with local priorities determined following public consultation. The LTS includes a full analysis for North Yorkshire of the problems, opportunities and issues surrounding each of the Objectives and sets a strategy for action. Brief details are given below.

Accessibility – is the ability of all people to access the key services they require. In a large rural County like North Yorkshire this is generally related to geographical isolation and lack of access to transport. The LTS (and therefore the LTP) adopts a strategy to encourage more local delivery of the key services and improve transport provision, especially for those without access to private transport.
Safety – Although the situation has improved significantly in recent years there were still 745 people killed or seriously injured on roads in North Yorkshire in 2003. The LTS adopts a strategy to improve road safety through education and enforcement and, where necessary, through engineering.

Environment (including the Air Quality shared priority) – Whilst air quality is not generally a serious problem in North Yorkshire, the quality of the wider environment is a major attractor of tourists and therefore vital to the economic well-being of the County. This objective seeks to ensure that transport provision, wherever possible, enhances the environment rather than degrading it.

Congestion – As with air quality, for much of North Yorkshire this is not a significant problem. However, it is important to address the areas where congestion does occur (both in towns and in tourist hot spots) and to ensure that traffic growth does not lead to increased congestion. The Council has adopted a strategy that seeks to restrain traffic growth through discouraging unnecessary travel (demand management) and encouraging walking, cycling and public transport use (modal shift).

Quality of Life – The Government is eager to ensure that transport provision also contributes towards the wider Quality of Life.

Economy – A key issue for all residents of North Yorkshire is to ensure that the County has a prosperous local economy. Many of the traditional local economic drivers of North Yorkshire are in decline (e.g. agriculture in the rural areas, coal mining in the Selby area and the traditional seaside holiday industry). These areas of concern are reflected in the Regional Economic Strategy. The LTS aims through the better provision of transport to contribute towards building a new economic base in these areas and maintaining the vitality of the wider North Yorkshire economy.

Efficiency – This objective seeks to ensure that everything the Council achieves through the LTS and LTP is performed in an efficient manner. This includes Economic Efficiency (best value for money), Transport Efficiency (best use of transport services and infrastructure) and Resource Efficiency (best use of natural resources).

The full Local Transport Strategy is included as Annex A to the Local Transport Plan.

Toolkit of Measures

In order to deliver the Aims and Objectives, a ‘toolkit’ of specific measures has been developed which can be used by the County Council and partners to address locally identified transport problems, opportunities and issues. These measures are generally targeted at one of the four Shared Priorities (LTS Objectives 1 to 4) but in many cases will also contribute towards other Shared Priorities and LTS Objectives.

Toolkit measures range from the preferred ‘soft’ measures (e.g. travel awareness initiatives to reduce travel demand, encouraging and providing an increase in walking, cycling and public transport use, targeted road safety education initiatives) through to the more traditional, and often higher cost, ‘hard’ engineering measures (e.g. building of traffic calming and local safety schemes to address localised accident problems, construction of new bus and rail infrastructure, construction of new roads).

In all cases, the selection of a toolkit measure will need to take due account of the Efficiency objective and recognise that in many cases the ‘soft’ measures are often the most efficient means of addressing a specific issue.

Scheme Identification

In a County of the size and diversity of North Yorkshire, it is not possible in the Local Transport Plan to identify all the transport related issues and potential solutions for the five year (2006-2011) period. The Council has therefore adopted a two-pronged approach to scheme identification.

Many of the transport related issues in the County are very localised (e.g. congestion in Malton town centre, access to hospitals from Upper Wensleydale, motorcycle accidents in...
In order to identify these specific local issues and potential solutions, and to allow the local people to have their say, the Council will develop 28 Service Centre Transportation Strategies. This approach to rural transport provision has now been incorporated into the rural transport policy (T8) of the Regional Spatial Strategy.

These 28 strategies will eventually cover the whole of the County. They will be based around the concept of local towns as local Service Centres where many of the needs of local people (both in the town and surrounding rural hinterlands) can be catered for. The strategies will not only deal with access to the Service Centres but will consider all transport issues in the area (e.g. access to hospitals in West Yorkshire and Teesside for acute health care, rural road safety problems, travel to school in the town and from villages and catering for the needs of tourists).

- Cross-Boundary Commuting – Over 46,000 people commute from North Yorkshire to work in West Yorkshire, Teesside or York on a daily basis, with over 26,000 commuting from these counties to work in North Yorkshire. This represents a massive cross-boundary movement and can lead to transport and social problems in both areas. The Council will need to work closely with neighbouring authorities to ensure a comprehensive approach is adopted to dealing with both the impact of commuting and its root causes.

- Strategic Road Network – The trunk road network, which is managed by the Highways Agency, together with selected sections of the County Council’s road network form the main strategic highway links into and through North Yorkshire. Good road communications are vital to maintaining the economic well-being of the County (and Region). The County Council support appropriate improvement and upgrading of the Strategic Road Network to ensure the continued economic vitality of all parts of North Yorkshire.

- Strategic Rail Links – As with the strategic road network, good rail links are important to the economic well-being of the County. The County Council is committed to working with all its partners in the rail industry to maintain and improve rail links and services within the County and across the County Boundary. It must be recognised that central Government is the lead authority in all matters relating to rail and that the Council’s power and influence on rail is limited.

- Sustainable Tourism – Tourism is one of the key drivers of the economy of North Yorkshire and is identified in the Regional Economic Strategy as a growth area. However, with increased tourism comes the potential for increased car use and all the associated problems. The County Council has taken the lead and engaged with other public bodies and the tourist industry to prepare ‘Transport and Sustainable Tourism Guidelines’ which aim to encourage ‘tourism without traffic’.

### Scheme Prioritisation

A key principle of second LTPs is to provide ‘best value for money’ solutions and contribute towards local Government efficiency savings identified in the Government’s Gershon review. In order to ensure that the solutions to transport issues represent the best value for money solutions when measured against the LTP objectives, the Council has devised and adopted an Objective Based Scheme Prioritisation System. All schemes and initiatives identified through either the Service Centre Transportation Strategies on an ad hoc basis or when looking at strategic issues will be prioritised for funding and implementation using the Objective Based Scheme Prioritisation System.
This system will assess the contribution of the scheme to all of the LTP Objectives including any detrimental effects. For example, the assessment of a Local Safety Scheme designed to address a local accident problem will also assess its benefits to local accessibility and any detrimental effects it may have on congestion and/or the environment.

Highway Maintenance
Whilst it is recognised that rail, air and water based travel can make a contribution to the Objectives of the LTP, the majority of transport solutions available to the Council remain highway based. This is not limited to car travel but includes all bus travel, walking, cycling and most community transport initiatives. Maintaining the infrastructure of the highway network (roads, bridges, footways, cycle tracks, Public Rights of Way, bus stops etc.) is essential to providing good transport services across the County. The Council is preparing a Transport Asset Management Plan (TAMP) to improve the efficiency of its highways maintenance operation and to ensure that the infrastructure is in a suitable state of repair to contribute towards the LTP Objectives.

Delivering the Service
The County Council acting alone cannot deliver the LTP Objectives. It has been necessary to lead or join a number of partnerships to deliver the LTP. These partnerships include:

- Highways North Yorkshire – a partnership with Mouchel Parkman consultants and RCS contractors to enable efficient delivery of highway maintenance and improvement services in North Yorkshire.
- Accessibility Partnership – Many of the key services defined in the accessibility shared priority are not delivered by the County Council. The Council has established working relationships and partnerships with the external service providers (e.g. health providers, supermarkets, Jobcentre Plus, planning authorities) and internal relationships with the County Council service providers (Education and Social Services) to ensure a consistent and co-ordinated approach to accessibility planning and provision. It is envisaged that the working relationships will develop into more formal partnerships as the accessibility planning process develops.
- Passenger Transport – The County Council does not directly provide public transport services. The Council and the service providers (bus, rail and community transport operators) have co-operated on the development of passenger transport strategies and will continue to work together throughout LTP 2 to deliver improved passenger transport services.
- Road Safety Strategy – In order to develop a consistent approach to improving road safety across the whole of North Yorkshire (including the Trunk Road network and the City of York), the County Council led on the formation of a multi-agency partnership to develop and implement the York and North Yorkshire Road Safety Strategy.
- Local Planning Authorities – North Yorkshire has two tiers of Local Government; the County Council, seven District Councils and two National Park Authorities. Between them, these authorities are responsible for planning in the County. It is therefore essential that all these authorities work together for the people of North Yorkshire.

Targets and Indicators
In order to ensure that the Council and its partners are delivering the Aims and Objectives of the Local Transport Strategy and Plan, the Council has adopted 19 headline targets upon which will be included in the Annual Progress Reports to show whether objectives are being achieved. These will be supplemented by a larger number of secondary indicators which the Council will use to monitor ongoing progress.

Major Schemes
The Government require the Council to submit individual bids for any scheme costing over £5 million. Following an in depth review of these major schemes, the Council identified 3 major schemes which it hopes to deliver before 2011. These are Reighton Bypass, the Scarborough Integrated Transport Scheme and the A684 Bedale, Aiskew and Leeming Bar Bypass.
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We can provide this document in alternative formats on request. Please contact Allan McVeigh at North Yorkshire County Council, Environmental Services, County Hall, Northallerton, North Yorkshire, DL7 8AH. Tel: (01609) 532847 or Fax: (01609) 779838. Email: allan.mcveigh@northyorks.gov.uk
Chapter 1 – Introduction

1.0 The Second North Yorkshire Local Transport Plan (Final Version)

This document is the final Local Transport Plan 2006-2011 (LTP 2) for North Yorkshire and has been produced by the County Council in accordance with the requirements of the Transport Act 2000. This Plan covers the period 1 April 2006 to 31 March 2011 and replaces the first LTP (LTP 1), which expires on 31 March 2006.

In accordance with the Governments’ requirement this Plan replaces the provisional second Local Transport Plan which was published in July 2005. The Plan has been amended in accordance with the Department for Transport (DfT) Guidance Note published in November 2005 and takes into account feedback from the DfT on the provisional LTP 2.

The plan describes how North Yorkshire County Council and its partners intend to ensure that transport contributes towards a better quality of life for all residents and visitors to North Yorkshire.

1.1 LTP 2 Structure

1.1.1 The Full Guidance on second Local Transport Plans published by the Government identified the requirements for inclusion in LTP 2. This Plan has been prepared in accordance with this guidance.

The North Yorkshire LTP 2, and associated Local Transport Strategy (LTS), sets out the role that transport can play in fulfilling the social and economic needs of residents and visitors to the County over the five year period 2006 to 2011.

The Local Transport Strategy (Annex A) adopts a Vision, Aims and Objectives for local transport over a longer 10 to 15 year time scale, identifies the broad issues (problems and opportunities) for transport in North Yorkshire and identifies a strategy for addressing these issues.

The Vision, Aims and Objectives included in the LTS are also adopted for the LTP 2. This describes how, over the five year period, the County Council and its partners will identify transport related problems and opportunities at a local community level and how the strategy will be translated into action.

1.1.2 Chapters 2 and 3 identify the main transport related issues and set the overall framework for taking the LTP 2 forward in achieving its objectives and delivering the shared priorities. The analysis behind this has focused on the outcomes and impacts of the interventions that encompass the LTP 2, considers the impact of policies included in the draft Regional Spatial Strategy and develops a longer term vision for transport in the County.

This Plan provides an initial analysis of local transport issues in communities throughout North Yorkshire (Chapters 4 and 5) and sets out the processes and procedures by which the County Council will engage with the local community to identify other local issues and solutions selected from a toolkit of potential measures (Chapter 6). This process will be inclusive in that as well as identifying specific measures to assist disabled people and other more vulnerable members of the community through carrying out an equalities audit, it will ensure that their needs are addressed at every stage of the process.

The Plan further identifies how local solutions to local issues will be prioritised on a countywide basis to ensure that the highest priority is afforded to those solutions that make the largest contribution to achieving the LTP 2 Objectives (Chapter 7).

1.1.3 These processes and procedures will together allow the production of a two year rolling programme of schemes and initiatives to address the LTP 2 Objectives. The first of these two year programmes is included in Chapter 10 of the
Plan with subsequent programmes being reported in the Annual Progress Report.

The two year rolling programme has three important advantages over the establishment of a five year programme of schemes for the whole of the LTP 2 Period (2006 to 2011). These are:

a) It allows time for a full investigation of local problems and opportunities involving extensive community engagement.

b) It allows the Council to be reactive to and influence emerging issues and changing circumstances (not least of which will be the adoption of the Regional Spatial Strategy for Yorkshire and the Humber and the publication of Local Development frameworks by the Planning Authorities).

c) It allows the Council to respond to progress against targets and modify its delivery programme accordingly to keep progress on target.

Figure 1.1 illustrates the process (and LTP 2 chapters in which each stage is described) and will ensure that the outcomes from transport related schemes and initiatives are derived from and contribute towards achieving the aims and objectives of the LTP 2.

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<tr>
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<th>Vision, Aims and Objectives of the LTP (including Shared Priorities and other LTP/LTS Objectives)</th>
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<td>Identification of a range of potential solutions to identified related transport issues Chapters 3 and Annex D</td>
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<td>Two year rolling programme of schemes/iniatives for implementation. Chapter 9 and future APR's</td>
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1.1.4 The structure of the North Yorkshire LTP 2 is as follows:

Chapter 1 – Introduction
Chapter 2 – Key Issues
An analysis of the current transport related issues affecting North Yorkshire and, where possible, future trends and issues.

Chapter 3 – Local Transport Strategy Summary
A summary of the Local Transport Strategy (LTS) incorporating the Vision, Aims and Objectives and brief details of main problems and opportunities in the County related to each Objective. (The full LTS is incorporated as an annex)

Chapter 4 – Scheme Identification (Service Centres)
Details of the concept and proposed operation of the Service Centre Transportation Strategies approach to scheme identification.

Chapter 5 – Wider Strategic Issues
Details of specific issues that are not addressed by the Service Centre approach.

Chapter 6 – Shared Priorities Initiative
Details of the measures to be used to deliver progress on the Shared Priorities (County Council LTP 2 Objectives 1 to 4) and other LTP 2 Objectives.

Chapter 7 – Scheme Prioritisation
Details of the objective based prioritisation of local transport schemes and initiatives.

Chapter 8 – Highway and Bridge Maintenance
Details of highway and bridge maintenance strategies and policies.

Chapter 9 – Delivering the Service
Brief details of the Highways North Yorkshire (HNY) and other Partnerships and how they will assist efficient delivery of the service.

Chapter 10 – Programme
Details of the allocation of the Planning Guidelines and the five year programme for the preparation of Service Centre Transportation Strategies.

Chapter 11 – Targets and Indicators
Details of all LTP 2 Targets, Indicators and Trajectories and how these will be used to measure progress against the LTP 2 Objectives.

Chapter 12 – Major Schemes
Major Schemes (costing in excess of £5 million).
For ease of understanding, all supporting technical information is presented in annexes to this document.

1.2 Learning from the First North Yorkshire LTP

1.2.1 The first LTP (LTP 1) for North Yorkshire was produced in July 2000 and covered the period 2001 to 2006. Through this Plan the County Council successfully secured in excess of £150 million to invest in transport improvements and highway maintenance in the County. The focus of LTP 1 was to move towards a vision of ‘a sustainable transport system which will not only meet the social and economic needs of local communities but also safeguards the environment’.

The implementation programme for LTP 1 was based on eight Policy Sub Areas. These were geographical areas derived to reflect the similar characteristic within each area. Whilst this approach was useful in defining local policies that reflected the action required to address areas with similar characteristics, the Council also adopted a process of identification of transport related issues and problems through detailed analysis of town centres.

The success of these Town Centre Traffic Management Strategies (TMS) gained the support of local people and in delivering transport improvements led to an increase in their prominence to become the main means of delivering integrated transport locally.
Accordingly, during the course of the LTP 1 period the emphasis of the Policy Sub Areas was reduced.

The Town Centre Traffic Management Strategies identified in partnership with the local community, traffic and transport related issues in the main towns in North Yorkshire. This allowed all transport issues to be considered in an integrated manner for each town. This approach has proved to be very popular with the local communities and successful in integrating transport provision across modes and with other planning issues. Through these strategies during the period of LTP 1 the Council delivered almost £50 million of integrated transport schemes ranging from new bus stations to tactile paving and dropped kerbs.

The key to the success of the strategies was in delivering local solutions to local problems which were, generally, supported by the local community.

1.2.2 Building on the success and popularity of the TMS approach the Council has adopted a development of the TMS’ to form the mainstay of the Scheme Identification for LTP 2. These Service Centre Transportation Strategies (SCTS) (see Chapter 4) will consider all the transportation related issues (including maintenance) for both the main town (the Service Centre) and its rural hinterlands. The emerging Regional Spatial Strategy has recognised the value of the County Council’s Service Centre approach to rural transport and is proposing to adopt it as Policy T8A - Rural Transport Framework.

As with the Traffic Management Strategies the new Service Centre Transportation Strategies will engage with the local people to identify local transport related issues (with an emphasis on the Shared Priorities and other LTP 2 Objectives) and potential solutions to these issues. This will include access to services provided in the service centres and those services which may be provided further away e.g. hospital care, employment.

As tourism is an important industry, access for visitors to both the town and local countryside will be addressed in the Transportation Strategy. Accessibility Planning techniques are already being used to identify areas where improved transport links or changes in service delivery are required. The Rights of Way Improvement Plan (RoWIP) will also be used to help identify those Rights of Way that can form important transport links or may make a substantial contribution to the local economy.

Through this process LTP 2 aims to build on the successes of LTP 1 but with a greater emphasis on contributing towards the Government and Local Government Association’s four Shared Priorities for Transport (Accessibility, Safety, Air Quality and Congestion) and achieving better value for money from transport related initiatives. Similarly the toolkit of measures available (ranging from ‘Smarter Choices’ type measures such as providing better bus timetables and promoting cycling to traditional engineering measures such as re-opening railways and building new roads) to contribute towards the shared priorities builds upon and enhance the types of schemes and initiatives carried out through LTP 1.

1.3 Planning Guideline

1.3.1 In order to allow transport authorities to develop LTP 2 in a way that is informed by the availability of funding, the Government has published integrated transport planning guidelines for financial allocations to each LTP area. Table 1.1 shows the integrated transport planning guidelines for North Yorkshire.
Table 1.1 Integrated Transport Planning Guideline 2006-2011

<table>
<thead>
<tr>
<th>Year</th>
<th>2006/07</th>
<th>2007/08</th>
<th>2008/09</th>
<th>2009/10</th>
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<tr>
<td></td>
<td>£7.317m</td>
<td>£7.220m</td>
<td>£7.287m</td>
<td>£7.342m</td>
<td>£7.385m</td>
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1.3.2 The LTP 2 has been prepared taking into account the level of funding indicated above and is designed to meet both the challenges and opportunities in North Yorkshire and deliver the best improvement in transport related Objectives for the available funding. In addition to the funding allocations from the Government through the LTP 2 process, the County Council will continue to utilise all other potential sources of funding to address transport related issues.

1.3.3 The Planning Guideline is provisional. Government has indicated that these allocations will be finalised later in 2006 based on the quality of the LTP submission. Any significant changes to the planning guideline figure will inevitably have an impact on what can be delivered by the County Council.

1.4 Public Engagement and Consultation (see Public Engagement and Consultation Report)

1.4.1 Whilst the County Council is the lead organisation in preparing LTP 2 the Plan itself is not only a County Council spending plan but is intended to deliver transport improvements to contribute towards achieving a better quality of life for all the residents and visitors to North Yorkshire. It was therefore crucial that in preparing this Plan the County Council identified what transport stakeholders, users and the wider public considered were the main transport related issues in the County and their future needs and aspirations in this area.

1.4.2 To assist in the preparation of the Plan, and to gain local support and ownership, the County Council carried out two main phases of public engagement/consultation. Table 1.2 below gives the timetable for this public engagement in relation to the wider plan preparation process.

Table 1.2 Public Engagement Timetable

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<td>Draft DfT Guidance on LTP 2 Preparation published</td>
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<td>November 2004</td>
<td>Phase 1 Public Engagement</td>
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<tr>
<td>December 2004</td>
<td>Final DfT Guidance on LTP 2 Preparation published</td>
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<tr>
<td>December 2004 to January 2005</td>
<td>Consultation on Draft SEA Scoping Report</td>
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<tr>
<td>December 2004 to March 2005</td>
<td>Preparation of Draft Provisional LTP 2 and undertake Environmental Assessment</td>
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<tr>
<td>March/April 2005</td>
<td>Phase 2 Public Consultation (including Environmental Report)</td>
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<tr>
<td>May 2005 to July 2005</td>
<td>Completion of provisional LTP 2</td>
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1.4.3 The importance of early interaction with the public to enable their views to influence the Plan is reflected by the scale of the engagement and consultation carried out. Through the North Yorkshire Reporter (the County Council’s own magazine) every household and business in North Yorkshire received details of both phases of public consultation including a summary of the LTP development, details of where the public could access more information and respond to the County Council.

1.4.4 Phase 1 public engagement informed stakeholders and the public of the preparation of LTP 2 and sought their views on the
transport issues, priorities and interventions which it should address. Phase 2 public consultation afforded stakeholders and the public the opportunity to comment on the Draft LTP 2 produced using the results of the earlier engagement.

1.4.5 Additionally, more focused consultation has been carried out on a number of specific issues or policy areas which contribute towards the Plan. These include:

- Strategic Environmental Assessment
- Road Safety Strategy
- Bus Strategy
- Bus Information Strategy
- Accessibility Strategy

Further details of these are included in the relevant section of the LTP.

1.4.6 Each of the two phases of consultation involved contacting in excess of 200 stakeholder organisations (including Parish Councils, transport operators and transport user groups) and widespread publicity to inform and seek the input from the wider general public. In the first phase a total of 1,539 responses (1,504 questionnaires and 35 letters/emails) were received. These results shaped the Aims and Objectives and general strategy approach of LTP 2 and were used to set local priorities for the Shared Priorities. For example, the Accessibility Objective was expanded following consultation to include Leisure and Tourism as key services in North Yorkshire. The second phase of public consultation elicited in excess of 160 detailed responses from both representative groups and individual members of the public. These generally expressed support for the principles of LTP 2 and commented on specific matters of concern. The draft plan was amended as and where appropriate following phase two engagement. For example, following observations of Ryedale District Council, Pickering was included as one of the areas of the County experiencing significant traffic congestion. Full details of the process and outcomes can be found in the LTP 2 Public Engagement and Consultation Report which is available on request.

1.4.7 North Yorkshire has two tiers of Local Government (see section 2.1). Many of the functions of Local Government in the County including the main planning functions, are carried out by the seven District Councils (Craven, Hambleton, Harrogate, Richmondshire, Ryedale, Scarborough and Selby) and two National Park Authorities (North York Moors and Yorkshire Dales). Whilst these authorities were included in the formal public engagement and consultation a much closer day to day working relationship exists between the County Council, District Councils and the National Parks. Both Officers and Members of all these organisations worked closely together in preparing and implementing the first North Yorkshire LTP. This continued throughout the preparation of LTP 2 and will continue to do so in the implementation of LTP 2 and the development of the planning authorities’ Local Development Frameworks. Further details of this partnership working are given in Chapter 9.

1.4.8 Another important consideration in developing and implementing the Plan is the need to consider cross boundary travel. All
adjacent authorities were therefore included in the engagement and consultation process. Additionally, for a number of years the County Council have initiated and held annual meetings with planning and transport representatives from these adjacent authorities. During the preparation of LTP 2 the Council sought further meetings with all these authorities to ensure consistency of approach and policies on cross boundary issues.

1.5 Equalities, Inclusion and the Disability Discrimination Act

1.5.1 The County Council recognises that transport needs to be inclusive and wherever reasonable, available to all members of the community. This document and the policies and measures included in it have been produced in accordance with emerging County Council equalities policies. Accordingly a preliminary Equalities Audit of the Consultation Draft LTP 2 was carried out and the recommendations of the audit used in preparing the LTP 2.

Whilst this Plan includes measures to ensure that the County Council fulfils the requirements of the Disability Discrimination Act (DDA) the Council recognises that provision for people with disabilities is an important element of the inclusion agenda and needs to be ‘mainstreamed’ into all transport considerations.

The County Council has made a considered decision not to produce a separate strategy for disabled people but to ensure that all policies and measures take due account of the needs of all members of the community (i.e. are inclusive). Therefore, whilst there are few explicit references in this document to providing for the needs of disabled people, it should be regarded as being implicit in everything we do.

1.6 Strategic Environmental Assessment

1.6.1 Under the Environmental Assessment of Plans and Programs Regulations (2004) it is a statutory requirement to carry out a Strategic Environmental Assessment (SEA) during LTP 2 preparation. The SEA is a process by which the likely significant environmental effects of a plan are tested as an integral part of plan preparation. This involves the assessment of a range of alternative strategies and measures against environmental objectives. The Environmental Report on the draft LTP 2 has been produced as a separate document and is available on request. The Environmental Statement on the LTP 2 is included as Annex L to LTP 2.

1.6.2 The purpose of the SEA Directive is ‘to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans with a view to promoting sustainable development’. The SEA carried out alongside the preparation of the LTP 2 has provided information on the likely environmental impacts of a number of different potential strategy options designed to address the LTP 2 Objectives. This information, when considered alongside other factors such as affordability, achievability and compliance with the LTP 2 Guidance, has helped to select the strategy adopted in this Plan. Further details are given in section 10.1 of the Local Transport Strategy which can be found in Annex A.
Chapter 2 – Key Issues

2.0 Introduction

This chapter gives a strategic overview of the key transport related issues (problems and opportunities) affecting either the whole of or a major part of North Yorkshire. A more detailed description of how these issues relate to specific locations in North Yorkshire is included in Chapters 4 and 5 of this Plan and the Local Transport Strategy.

2.1 Local Government Structure

2.1.1 North Yorkshire has a two tier system of Local Government. This means that certain local government functions are the responsibility of the seven district councils and other functions the responsibility of the County Council. Additionally, in North Yorkshire, there are two National Parks (North York Moors and Yorkshire Dales). Within the National Parks the relevant National Parks Authority has a number of specific responsibilities some of which are normally performed by the District or County Councils. Figure 2.1 shows the administrative boundaries of the District Councils and National Park Authorities in North Yorkshire.

Table 2.1 below sets out the main transport related functions of each of the tiers of local government in North Yorkshire.

Table 2.1 Transport Related Function of Local Government

<table>
<thead>
<tr>
<th>Function</th>
<th>County Council</th>
<th>District Council</th>
<th>National Park</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Authority</td>
<td></td>
<td></td>
<td>*1</td>
</tr>
<tr>
<td>Transport Planning</td>
<td>*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger Transport Subsidies</td>
<td>*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community Transport</td>
<td>*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>On Street Car Parking</td>
<td>*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rights of Way</td>
<td>*</td>
<td></td>
<td>*1 *2</td>
</tr>
<tr>
<td>Education</td>
<td>*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Social Services</td>
<td>*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Economic Development</td>
<td>*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Development Planning (Local Plans and preparation of the Local Development Frameworks)</td>
<td>*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Development Control</td>
<td>*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leisure and Tourism</td>
<td>*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taxi Licensing</td>
<td>*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Concessionary Passenger Transport Fares</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Off Street Car parking</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*1 – Harrogate and Scarborough Borough Councils operate certain functions of the Highway Authority in the urban areas of Harrogate/Knaresborough and Scarborough under an agency agreement with NYCC.
*2 – The National Park Authorities manage Rights of Way functions in the National parks under an agency agreement with NYCC.

Figure 2.1
2.1.2 In order to ensure as far as possible that the public receive a seamless delivery of these services, all the local authorities work closely together and have in place a number of joint working arrangements. Details of this joint working are included in the relevant sections of the Local Transport Plan. The introduction of schemes and initiatives in areas of high environmental value, such as the National Parks and Areas of Outstanding Natural Beauty (AONBs), brings additional challenges in ensuring that they take account of and reflect the special nature of these areas. In order to ensure the correct balance is achieved, the County Council is working closely with the National Parks and other relevant authorities to develop a protocol for use in these environmentally sensitive areas.

2.2 Transport and Land Use Planning Context

2.2.1 Where possible in this chapter, and elsewhere in the Plan, the identification of current issues is accompanied by an analysis of future trends including the impact of future development areas identified in the local planning authority’s allocations proposals. In many cases at this stage this is not possible due to the differing timescales for preparing key planning documents and preparing LTP 2.

Table 2.2 below shows the timetable for the production of some of the key planning documents covering North Yorkshire.

<table>
<thead>
<tr>
<th>Document</th>
<th>Responsible Organisations</th>
<th>Anticipated Adoption</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Transport Plan</td>
<td>North Yorkshire County Council</td>
<td>July 2005</td>
</tr>
<tr>
<td>Regional Economic Strategy (review)</td>
<td>Yorkshire Forward</td>
<td>October 2005</td>
</tr>
<tr>
<td>Regional Spatial Strategy (review)</td>
<td>Yorkshire and Humber Regional Assembly</td>
<td>Mid 2007</td>
</tr>
<tr>
<td>Local Development Frameworks</td>
<td>Local Planning Authorities (9 District Councils and 2 National Park Authorities)</td>
<td>From 2007 onwards</td>
</tr>
</tbody>
</table>

Table 2.2 - Timetable for Adoption of Key Planning Documents
2.2.2 Policies for the scale and location of land allocations in North Yorkshire are currently included in Local Plans developed for each District by the District Council (or National Park Authority in the National Parks). Under the 2004 Planning and Compulsory Purchase Act, Local Plans are being replaced by Local Development Frameworks (LDFs). Local Development Schemes prepared by the local planning authorities to set out the timetable and methodology for the LDF process, indicate that detailed policy guidance and development allocations will be adopted across the County progressively from late 2007 onwards. The current Local Plans will expire from this point during the operational timescale of LTP 2. The size and location of land allocations for both housing and employment to be included in each of the LDFs are determined by policies now included in the draft Regional Spatial Strategy (RSS). Clearly, it is not realistic for the Planning Authorities to develop firm future land use allocations and policies until the draft RSS is adopted.

2.2.3 The current Regional Spatial Strategy for Yorkshire and the Humber was adopted in December 2004 and is based on a selective review of Regional Planning Guidance (RPG 12). This will be replaced by mid 2007 with a reviewed RSS reflecting the requirements of the 2004 Planning and Compulsory Purchase Act. This new RSS when finalised will set the requirements for the scale of housing and employment land allocations in LDFs for 2006 to 2016. The Submission Draft RSS was published for public consultation in January 2006. This includes details of housing allocations on a district by district basis. These allocations may be subject to amendment following the consultation and Examination in Public prior to adoption of the RSS.

The Planning Authorities are developing their future land use allocations and policies alongside and in broad conformity with the development of the RSS. It is the responsibility of the Planning Authorities in preparing their Local Development Frameworks to make specific allocations of land for new house building and employment. The allocation of land for housing and employment will have a significant impact on traffic growth and distribution. In order to reduce the adverse impact in terms of traffic growth, congestion and air quality, the County Council will continue to work closely with the planning authorities to identify those locations which best meet accessibility criteria for public transport, walking and cycling ensuring that they are viable modes of transport for residents to access the key services they require.

Currently, only Hambleton and Ryedale Districts have prepared their Core Strategy. The other Planning Authorities have yet to reach this stage of development with their LDFs. Until the LDFs are completed it is not possible for the County Council to fully implement transport policies or strategies to reflect these allocations. Notwithstanding the above, LTP 2 provides a sound basis to react to and influence the developing LDFs. Further details of the partnership approach adopted to ensure that the LTP and LDFs are integrated are given in section 9.9.
2.2.4 The approach to the allocation of housing in each district is guided by, and must be in broad conformity with, the RSS. This states that development in rural areas should be focused on the Principal Service Centres. Although the LDFs for each region are at different stages in their development, early indications of where the main housing allocations are likely to be sited are given in Table 2.3 below:

<table>
<thead>
<tr>
<th>Authority</th>
<th>RSS Allocation (houses per year 2004-2011)</th>
<th>RSS Allocation (houses per year 2011-2016)</th>
<th>Possible locations of main allocations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Craven DC</td>
<td>250</td>
<td>200</td>
<td>No details currently available</td>
</tr>
<tr>
<td>Hambleton DC</td>
<td>330</td>
<td>300</td>
<td>Primarily in Northallerton</td>
</tr>
<tr>
<td>Harrogate BC</td>
<td>400</td>
<td>400</td>
<td>Potential urban extension of Harrogate (3 possible sites) Potential urban extension of Ripon</td>
</tr>
<tr>
<td>Richmondshire DC</td>
<td>170</td>
<td>170</td>
<td>Primarily Catterick Garrison/Colburn and Richmond</td>
</tr>
<tr>
<td>Ryedale DC</td>
<td>230</td>
<td>200</td>
<td>Primarily Malton/Norton and Pickering</td>
</tr>
<tr>
<td>Scarborough BC</td>
<td>420</td>
<td>420</td>
<td>Primarily Scarborough</td>
</tr>
<tr>
<td>Selby DC</td>
<td>400</td>
<td>400</td>
<td>No details currently available</td>
</tr>
<tr>
<td><strong>North Yorkshire Total</strong></td>
<td><strong>2200</strong></td>
<td><strong>2090</strong></td>
<td></td>
</tr>
</tbody>
</table>

Table 2.3 Housing Allocations in North Yorkshire

2.2.5 In addition to the Housing Allocations, the draft RSS includes a forecast on the net change in employment land by 2016 and employment forecasts by 2016. Details are given in Table 2.4 below:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Craven DC</td>
<td>1 to 8</td>
<td>23500 to 25200</td>
</tr>
<tr>
<td>Hambleton DC</td>
<td>5 to 16</td>
<td>40100 to 42900</td>
</tr>
<tr>
<td>Harrogate BC</td>
<td>12 to 32</td>
<td>72200 to 77400</td>
</tr>
<tr>
<td>Richmondshire DC</td>
<td>2 to 6</td>
<td>20400 to 21800</td>
</tr>
<tr>
<td>Ryedale DC</td>
<td>8 to 17</td>
<td>25800 to 27700</td>
</tr>
<tr>
<td>Scarborough BC</td>
<td>2 to 12</td>
<td>38300 to 41200</td>
</tr>
<tr>
<td>Selby DC</td>
<td>5 to 14</td>
<td>31700 to 34000</td>
</tr>
<tr>
<td><strong>North Yorkshire Total</strong></td>
<td><strong>35 to 69</strong></td>
<td><strong>252000 to 270200</strong></td>
</tr>
</tbody>
</table>

Table 2.4 Net Employment Land Use Change (2006-2016)
A comparison of the house building rates and employment forecasts for North Yorkshire, Leeds and York is shown in Table 2.5 below:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>North Yorkshire</td>
<td>2090</td>
<td>35 to 69</td>
<td>252000 to 270200</td>
</tr>
<tr>
<td>Leeds</td>
<td>2700</td>
<td>27 to 167</td>
<td>398200 to 430000</td>
</tr>
<tr>
<td>York</td>
<td>670</td>
<td>-6 to 21</td>
<td>87300 to 93700</td>
</tr>
</tbody>
</table>

Table 2.5 Comparison of the house building rates and employment indicators

This shows that based on the draft RSS allocations and predictions there is a significant imbalance between likely employment (in terms of both land availability and new jobs) and housing allocations with the potential significant employment growth in Leeds (and to a lesser extent York) not being matched by housing growth. Conversely, within North Yorkshire the housing growth is not matched by potential employment. Unless carefully managed through both the LDF process and through transport related interventions, this situation is likely to lead to a significant increase in cross-boundary commuting, particularly in Harrogate and Selby Districts, and the associated problems described in 2.7 below.

In addition to working with the Planning Authorities on development of the LDFs, the County Council will continue to involve them in the development of Service Centre Transportation Strategies. Whilst the Council is already commenting on and guiding potential locations for development, in most cases the details of any joint initiatives to address issues arising from the above housing allocations will be determined as part of the Service Centre Transportation Strategies. Initial details of the likely development issues for each Service Centre are included in Chapter 4.

2.3 Geography

2.3.1 Figure 2.2 shows North Yorkshire in its national and regional context.

North Yorkshire is England’s largest county with an area of approximately 3,200 square miles (803 741 hectares). It is essentially a rural county, set between the urban areas of West Yorkshire to the south and Teesside to the north.

It is bounded to the east by a coast line of approximately 76km and has two ports (Scarborough and Whitby). There are two National Parks within the County (North York Moors and Yorkshire Dales) and three Areas of Outstanding Natural Beauty (AONB) (Howardian Hills, Nidderdale and parts of the Forest of Bowland). There are over 200 Sites of Special Scientific Interest, over 12,000 listed buildings and many more monuments and archaeological sites including Fountains Abbey, a World Heritage Site.

The local Rights of Way network in North Yorkshire is extensive (in excess of 10,000 km) and, especially in rural areas, can form an important part of the everyday transport network. Additionally, the Rights of Way network throughout the County, but especially in the National Parks and AONBs, is a major tourist attractor and as such is vital to the economy of the County.
2.3.2 North Yorkshire is generally well served by transport links. There are currently (July 2005) 153km of trunk road in the County. These include the A1, which provides a major north-south route through North Yorkshire, the A168/A19 linking the A1 to Teesside, the A64 linking Leeds and the A1 to the east coast at Scarborough, the A66 trans Pennine route, the A629/A65 linking West Yorkshire to Cumbria and a short section of the M62 in the south of the County.

The County Council is the Highway and Transport Authority for all non trunk roads in the County and currently has responsibility for approximately 783km of principal roads, 8,246km of non principal roads, 1,959 highway bridges and over 10,000 km of public rights of way network.

Using this highway network there are approximately 17.6 million km of commercial bus services and 4.4 million km of contracted bus services annually. There are nine main bus stations and in excess of 5000 bus stops.

Additionally, there are 418 km of rail routes serving the county including the East Coast Main Line and Trans-Pennine route. There are 46 railway stations in the County.

There are three local airports.
serving the County. These are Leeds/Bradford, Durham/Tees Valley and the newly-opened Robin Hood Airport Doncaster Sheffield. There are significant cross-Pennine movements to use Manchester Airport.

Figure 2.3 shows the main transport infrastructure in the County.

Figure 2.3 Main Transport Infrastructure
2.4 Population

2.4.1 North Yorkshire has a population of around 580,000. It has only two settlements with a population of in excess of 50,000 (Harrogate/Knaresborough 88,000 and Scarborough 49,000) and only one other with a population of greater than 20,000 (Selby 22,000) (2004 Mid-Year Population Estimates). Figure 2.4 shows the main communities in North Yorkshire and their approximate populations.

Figure 2.4 Mid 2003 Town & Large Settlement Population Estimates
2.4.2 The average population density for North Yorkshire is 71 per square km with some districts falling to 38 per square km. The national average for England and Wales is 340 per square km. Figure 2.5 shows the population density for different areas of North Yorkshire. This low population density and the long travel distances, make providing and accessing key services, especially by public transport, extremely difficult. The Index of Multiple Deprivation includes 59 wards in North Yorkshire. Out of 184, 10% are most deprived as regards access. The fact that there are 73 primary schools in the County with fewer than 50 pupils only serves to highlight the rural nature of the County.

2.4.3 However, approximately 62% of the population of North Yorkshire live in towns. Most of these towns already provide many of the basic services required. Access to the services within these towns is generally good either because of their small size allowing people to walk to the services or because of the good quality of public transport available.
2.4.4 Currently, almost 25% of the population of the County is over the age of 60 years. This compares to the national average of about 20% (2001 census). The proportion of elderly population is growing. It is anticipated that by 2016 the number of people who are 65 years or over will have increased from about 104,000 to 131,000, a rise of over 25%.

People of this age are less likely to have access to a private car and often have greater mobility difficulties. This leads to issues of social exclusion especially in the villages and more remote areas of the County where public transport is often irregular. Unfortunately, it is often these older less mobile people who need greater access to health care facilities.

2.5 Economy

2.5.1 The top five employment sectors in North Yorkshire as identified in the 2004 Annual Business Enquiry and their approximate percentage of the total workforce are:

- Wholesale and retail trade (20.4%)
- Health and social work (12.5%)
- Manufacturing (11.8%)
- Tourism, hotels and restaurants (10.3%)
- Education (10.2%)

Whilst not in the top five, agriculture is still important to the economy. Over 3% of the County's workforce is directly employed in agriculture, compared to around 1% nationally. This figure is particularly significant since this industry is in decline across the country and in North Yorkshire.

There are approximately 230,000 jobs in the County yet around 275,000 economically active people. This is reflected in the fact that a significant proportion of the working population (over 32,000 or 12% of the total workforce) commute to employment in the nearby conurbations of West Yorkshire and Teesside and into the City of York. Further details of cross-boundary commuting are included in section 2.7.

2.5.2 There are a number of strategic issues facing the economy of North Yorkshire. These are recognised in the adopted Regional Economic Strategy (RES). Although not specifically included in the current revised draft RES the issues remain of concern to the County Council. Brief details are given below with further details included in the Local Transport Strategy.

2.5.3 Selby Coalfield

The closure of the Selby Coalfield and the loss of 2700 mining and related jobs in 2003/04 had a severe impact on the local economy. Whilst less than 40% of the mining and related jobs lost were residents of North Yorkshire the indirect impact on the local service sector industries was equally severe.

2.5.4 Coastal Areas

Coastal towns (such as Scarborough and Whitby) face significant economic and social disadvantage both through declining traditional industries and poor communications links. The County Council will play a role in the partnerships aimed at reversing this long term structural decline.

2.5.5 Rural Areas

The Foot and Mouth epidemic in 2001 highlighted the fragility of rural economies. The decline in traditional industries, including agriculture, has lead to a need to establish a more diverse and sustainable economic base.

The draft RSS recognises the importance of tourism to the economic base of rural areas. Tourism has the potential to generate significant traffic. The Council needs to work with its partners to promote tourism without traffic.

2.5.6 Leeds and York Economy

Whilst the benefits of growth in the economies of Leeds and York will also be gained in neighbouring parts of North Yorkshire, many of the problems associated with this growth will...
be experienced in North Yorkshire. The key transport related problems that are applicable to North Yorkshire resulting from this economic growth are as follows:

- Increased commuting and its associated congestion and environmental effects.
- Growth in commuter dominated rural communities in North Yorkshire.
- Potential for relocation of local businesses from North Yorkshire to Leeds and York.
- Reduced accessibility to employment for parts of North Yorkshire resulting from a concentration of jobs in these cities.

For example, the adopted RES identifies that an estimated 31000 jobs will be created in Leeds by 2012 and that they will ‘not all be filled by residents of Leeds’. Clearly inward commuting is expected to increase, a significant proportion of which is likely to be from North Yorkshire. It is important that the RSS and RES must recognise that urban regeneration and development and the concentration on the City Regions should not detract from the needs of other smaller communities in North Yorkshire where economic growth and regeneration is also required.

2.5.7 Transport Impacts of Regeneration

In addition to the need to support regeneration and economic growth through improved transport links and provisions, there is also the potential for significant adverse transport related impacts arising from this re-generation. The location, type and scale of these impacts is as yet unclear. However, the increased demand for travel and changes to travel patterns need to be managed and a balance between regeneration needs and adverse transport impacts found. The mechanisms set out in LTP 2 (particularly the Service Centre Transportation Strategies) are designed specifically to allow the County Council to react to and influence these changes as and when necessary both on a countywide and local basis.

2.6 Shared Priorities

One of the principles adopted by Government for second Local Transport Plans is to concentrate on a smaller number of key transport related issues. These issues have been identified jointly by Government and the Local Government Association (LGA) and are known as the Shared Priorities for transport. The Government and LGA have adopted four shared priorities. These are:

- Delivering Accessibility
- Safer Roads
- Tackling Congestion
- Better Air Quality

All of the Shared Priorities listed above are relevant to North Yorkshire context. However, their importance and relevance varies across the County. Local public engagement has established that at a countywide level Delivering Accessibility and Safer Roads are seen as the most important of the Shared Priorities but that whilst Tackling Congestion and Better Air Quality were of lesser relevance to North Yorkshire they could not be ignored. Brief details of the main issues related to each of the Shared Priorities are given below with a fuller analysis included in the LTS (Annex A).

2.6.1 Delivering Accessibility

Accessibility is defined as the ability of all people, regardless of their social conditions or geographical location, to access key services which can significantly impact on their quality of life (i.e. work, learning, health care and food).

The main problems in North Yorkshire relating to Accessibility result from the topography, geographical size and low population density of the County. 80% of the County’s area is defined as ‘super sparse’. Some of the more remote rural settlements in the
County are many miles from the nearest town. Access to the services provided in these towns or further afield is very difficult for those without access to a car. The sparsity of the rural population also makes the provision of conventional passenger transport difficult and often uneconomic.

2.6.2 A detailed analysis of accessibility issues has been carried out and is included in section 2 of the LTS and the North Yorkshire Accessibility Strategy. This identified the main accessibility issues for North Yorkshire.

- Work – Levels of unemployment in North Yorkshire are relatively low (1.7% compared to 3.4% nationally). In most cases the concentrations of unemployment are in or close to the main towns. Transport provision within these towns is generally good. It is likely that these concentrations of claimants are not related to poor transport availability. Accessibility to work is not seen as a current priority in North Yorkshire.

- Learning – Whilst the sparse nature of population in North Yorkshire has the potential to make access to education problematic, the County Council has for many years implemented policies to address these issues. There are a total of 393 schools in the County of which 50 are secondary schools. The Council, wherever feasible, continue to support local schools. Additionally, the County Council operate enhanced home to school transport provision. As a result of these two policies, access to school in North Yorkshire is good and is not a high priority for improvement. Notwithstanding the above, post 16 Education provision in North Yorkshire is more limited. Whilst the County do provide assistance with travel costs for students under 19 years old there remain some accessibility issues in this area.

- Health Care – Access to health care is the highest priority in North Yorkshire. Whilst currently the provision of GP surgeries is widespread there are increasing pressures in the health care sector for centralisation. Coupled with the ageing and sparse population of North Yorkshire, access to primary health care is potentially an increasing problem. Access to acute and other hospital care is even more problematic. Some areas of North Yorkshire are almost 50 miles from their ‘local’ hospital. Therefore, access, even by car can be difficult. Increasing centralisation of hospital services will only serve to exacerbate these problems especially from rural areas.

- Food – Whilst Government guidance tends to concentrate on access to ‘major shopping centres’ for the availability of food, many rural communities in North Yorkshire still have access to village shops and other local food provision. These local shops may not provide the breadth of choice or be able to compete on price with the larger retailers in the major centres but they are able to provide the basic needs of local people. However, as a result of commercial pressures there is a decline in the number of local shops. This could lead to a rise in the number of people who have problems with accessing food stores.

2.6.3 Safer Roads
Road Safety has been a high priority for the County Council for many years. Local consultation
28

and reference to all the Community Strategies relevant to North Yorkshire confirmed that this remains a high priority. Safer Roads is one of two Shared Priorities of greatest relevance to North Yorkshire.

Whilst the County Council has a well deserved reputation for its casualty reduction activities in 2004 there were still 3516 people injured on the road network in North Yorkshire including 709 who were either killed or seriously injured. This is a problem that still needs action.

2.6.4 The County Council has led on the production of a Multi Agency Road Safety Strategy (York and North Yorkshire Road Safety Strategy) which will support the LTP. A copy of the Strategy is included as Annex B to the LTP. The Strategy contains a detailed analysis of accident trends based on casualty data up to and including 2003. A brief summary of the main issues is given below:

- Because of its largely rural environment the type of crashes occurring on the County’s roads differ in some respects from the national picture. They are often single vehicle, high-speed (not necessarily excessive speed) crashes resulting in serious injury. Whilst the number of seriously injured casualties has continued to reduce, this has been at a much faster rate than fatalities. This is illustrated in Figure 2.6.

- As shown in Figure 2.7 car occupant casualties account for the largest proportion of the County’s road casualties.

Figure 2.6

CASUALTY TRENDS
North Yorkshire / 1993-2003
Detailed analysis of these casualties enabled the Council to identify a number of important trends. These include:

- Children aged between 0 and 4 years being over represented in fatal accidents.
- Young drivers continuing to be over represented in casualty statistics.
- Older people are more likely to be killed or seriously injured in crashes.
- Motorcyclists continue to account for a significant proportion of the total number of fatalities in North Yorkshire. Many of these crashes occurred on the rural road network involving leisure motorcyclists riding on what they regard as “challenging” roads.

2.6.5 Based on the above analysis, the County has identified a series of targeted interventions to address the road safety issues in North Yorkshire. Full details are included in Annex C.

2.6.6 Tackling Congestion
Congestion is not a major issue for most parts of North Yorkshire. However, there is significant traffic congestion in the two main centres of Harrogate and Scarborough and isolated areas of congestion in some of the smaller towns. Additionally, the popularity of some tourist attractions can result in rural congestion in the peak holiday periods.

The main areas of urban congestion are listed below:
- Harrogate and Knaresborough
- Scarborough
- Selby
- Butcher Corner, Malton/Norton
- A6068 Skipton Road, Crosshills
- Skellgate and Skellgarths area of Ripon
- A167 North End/Darlington Road, Northallerton
Rural congestion hot spots related to tourist traffic include the following:

- Malham Tarn and Village, Yorkshire Dales National Park
- Reeth, Swaledale, Yorkshire Dales National Park
- Hutton le Hole, North York Moors National Park
- Whitby, North York Moors National Park
- Pickering, North York Moors National Park

The rural congestion areas identified within the National Parks (Malham, Reeth and Hutton le Hole) are not unique; rather they are some of the more severe examples of problems experienced at tourist honey pots throughout the National Parks and should therefore be seen as indicative of the problems experienced elsewhere.

Development pressures associated with economic regeneration, particularly in Scarborough, Selby and Malton may result in increased travel demand and, if not managed adequately, the potential for increased congestion. Similarly, in the rural hot spots boosting the tourist industry sector could, without proper management, result in significant traffic growth.

Additionally, the high and growing levels of commuter traffic from some areas of North Yorkshire into adjacent urban areas contributes towards congestion. Further analysis of this issue is included in section 2.7 below.

The County Council's proposals for addressing congestion at each of the specific locations identified above is set out in Annex M, the North Yorkshire Congestion and Air Quality Action Plan. As all the identified areas of concern for transport related air quality are related to the congested areas and that action to address the two issues are similar, it was appropriate to produce a joint action plan.

This action plan provides more details of the congestion and air quality issues at each identified location, what action the County Council have already undertaken to address these issues and, drawing on the toolkit of measure included in Chapter 6 of the LTP, what future specific action will be taken during the life of LTP 2.

### Better Air Quality

Poor air quality is not a significant issue for most of North Yorkshire. However, we must ensure that it does not become an issue and try to improve air quality in the areas where it is affected by traffic.

Although no transport related Air Quality Management Areas (AQMA) have been declared, working with the District Councils who have responsibility for Air Quality monitoring, a number of locations have been identified where there are significant concerns about local air quality. These areas of concern are often associated with the areas of traffic congestion identified above.

Details are given in Table 2.6 below.

<table>
<thead>
<tr>
<th>District</th>
<th>Location</th>
<th>Pollutant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Craven</td>
<td>None</td>
<td>NO₂</td>
</tr>
<tr>
<td>Hambleton</td>
<td>Friarage Street, Northallerton</td>
<td>NO₂ / PM₁₀</td>
</tr>
<tr>
<td>Harrogate</td>
<td>Skipton Road, Harrogate</td>
<td>NO₂ / PM₁₀</td>
</tr>
<tr>
<td></td>
<td>Skellgate, Ripon</td>
<td>NO₂</td>
</tr>
<tr>
<td></td>
<td>High Street, Knaresborough</td>
<td>NO₂</td>
</tr>
<tr>
<td>Richmondshire</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Ryedale</td>
<td>Butcher Corner, Malton</td>
<td>NO₂ / PM₁₀</td>
</tr>
<tr>
<td>Scarborough</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Selby</td>
<td>Selby Town Centre (prior to opening of Selby Bypass)</td>
<td>NO₂</td>
</tr>
</tbody>
</table>

Table 2.6 – Air Quality areas of concern
2.6.10 It is possible that in both Malton and Selby potential future land use allocations and development may exacerbate the issues. In these areas the County Council and District Councils will need to work together to find an appropriate balance between development pressures and the associated impact of traffic on Air Quality.

2.6.11 In addition to the locations identified in Table 2.6, Craven District Council informed the County Council in February 2006 of the possible declaration of a traffic related AQMA on Newmarket Street in Skipton. The District Council is currently carrying out further checks to determine if it will be necessary to declare an AQMA. Regardless of whether it is necessary to declare an AQMA the County Council will work with the district to manage traffic to address this issue.

2.6.12 As stated in 2.6.8 above the County Council’s proposals for addressing air quality at each of the specific locations identified is set out in the North Yorkshire Congestion and Air Quality Action Plan.

2.7 Cross Boundary Travel and Commuting

2.7.1 North Yorkshire is not an island. Much of the travel in North Yorkshire involves journeys to areas outside the County Boundary. The LTP 2 needs to consider the issues of cross-boundary travel. These issues manifest themselves in a number of ways, and these are highlighted below:

- Accessibility to employment opportunities for those without personal transport is reduced by the large proportion of the employment being outside the County.
- The impact on the sustainability of local communities resulting from the high numbers of commuters. Commuters often access other services (other than work) away from their place of residence (e.g. shops). This can have an adverse impact on the viability of local services in communities which have large proportions of commuters.
- The high house prices resulting from prosperous commuters purchasing properties. This often results in local people being unable to afford houses. This is a major issue in the National Parks and the area identified in the Draft Regional Housing Strategy as ‘The Golden Triangle’ (North Leeds, Harrogate and York) and is a growing issue in parts of Selby and Craven Districts.
- Adverse congestion impacts (often outside of North Yorkshire) resulting from high peak hour traffic flows.
- Social and environmental impacts of high traffic and other transport movements.
- Need to provide transport services for commuters.

2.7.2 The draft Regional Spatial Strategy for Yorkshire and the Humber, as submitted to the Government in December 2005, recognises the economic role of Leeds and York. This focus of development on these areas could potentially exacerbate existing cross-boundary travel issues. Clearly this centralisation of employment and other services leads to the potential for exacerbating the current cross-boundary travel issues.

2.7.3 Cross Boundary Commuting

The largest cross-boundary travel issue is commuting to work. It is estimated that approx. 26800 people commute to work daily from North Yorkshire into West Yorkshire, over 11000 to York and over 8700 to Teesside. Additionally, a smaller though still significant number of people commute from these areas into North Yorkshire. Approximately 13800 commute from West Yorkshire into North Yorkshire, 6500 from York and 6000 from Teesside. The scale of the issue is significant, for example around 66% of work trips from Selby, 38% from Harrogate and 33%
from Craven districts are cross boundary commuting. Further details of the main cross-boundary commuting to work movements are included in Annex N - Cross Boundary Commuting Action Plan, and summarised in Table 2.7 below. These tables show the number of commuters. Each commuter actually generates two trips per day (usually one from home to work in the morning and one from work to home in the evening). The total trips generated are approximately double the number of commuters shown in each table.

<table>
<thead>
<tr>
<th></th>
<th>West Yorkshire</th>
<th>York</th>
<th>Teesside</th>
<th>East Riding of Yorkshire</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outward from North Yorkshire</td>
<td>26797</td>
<td>11059</td>
<td>8765</td>
<td>2222</td>
</tr>
<tr>
<td>Inbound to North Yorkshire</td>
<td>13798</td>
<td>6591</td>
<td>6132</td>
<td>4203</td>
</tr>
<tr>
<td>TOTAL</td>
<td>40595</td>
<td>17650</td>
<td>14897</td>
<td>6425</td>
</tr>
</tbody>
</table>

Table 2.7 - Cross Boundary Commuting

The main issues arising from West Yorkshire movements are as follows:
- High peak hour traffic flows on the roads leading into Leeds and Bradford from Harrogate District (primarily the A61), Selby District (primarily the A63) and Craven district (A629 and A65). This leads to congestion problems in Harrogate and parts of West Yorkshire.
- Limited capacity on peak hour rail services into Leeds from York, Harrogate and Selby.
- Traffic and parking problems at Metro stations just outside North Yorkshire caused by commuters driving just over the boundary to take advantage of cheaper rail fares.
- High house prices in parts of Harrogate, Selby and Craven Districts.

The main issues arising from York movements are as follows:
- Peak hour congestion on radial routes leading onto the A1237/A64 York Ring Road. Of particular concern the A19 from Thirsk, A59 from Harrogate, A19 from Selby and the A64 from Malton.
- Limited frequency and capacity on rail routes from Thirsk/Northallerton, Malton/Scarborough, Harrogate and Selby.
- Impact of commuters on sustainability of local villages.

The main issues arising from Teesside movements are as follows:
- Commuter traffic contributing to peak hour traffic congestion in Teesside.
- Rail frequency and capacity issues on services from Thirsk and Northallerton to Darlington and Middlesbrough.
- Impact on sustainability of village communities and affordability of houses.

2.7.4 Figure 2.8 overleaf shows the traffic flows on the main cross-boundary roads in North Yorkshire. Clearly this volume of traffic is a major issue for the County Council and adjacent authorities. As has been previously mentioned, the Northern Way, the emerging RSS and the RES identify Leeds and York as significant economic drivers for the region and are likely to promote economic growth in these cities. Inevitably this will exacerbate the current problems arising from cross-boundary travel. It is vital that local and regional bodies work together to ensure that economic development in Leeds and York and also in Teesside in the North East Region, do not adversely impact on North Yorkshire. Further details of strategies to address these...
issues are included in Chapter 5 and Annex N.

2.8 Strategic Transport Links

The North Yorkshire Local Transport Plan is primarily concerned with addressing issues of Local Transport in North Yorkshire. However, within and close to North Yorkshire there are a number of transport links which as well as being important to North Yorkshire are of regional and national importance. In most cases these elements of the transport network are not in the direct control of the County Council and indeed our influence on them is limited. However, the impact of developments on these strategic networks can have significant beneficial and detrimental effect on the people of North Yorkshire. This section identifies these strategic network links and their main impacts on North Yorkshire. Further details of issues on specific sections of Figure 2.8 - Cross Boundary Traffic Flows
2.8.1 **Strategic Roads**

Within North Yorkshire there are a number of roads which in addition to carrying local traffic provide longer distance trips often passing through the County. This network of strategic roads provides the main communication between North Yorkshire, adjacent counties and the rest of the UK. Therefore, they are especially important to the wider economic vitality of the County.

Trunk Roads are the main strategic routes in the UK. They are managed by the Highways Agency (HA) on behalf of the Department for Transport (DfT). Currently, the Trunk Road network in North Yorkshire (March 2006) consists of the following routes:

- A1/A1(M) Running south to north through the County
- A19/A168 From the A1 at Dishforth to Teesside
- A63 Leeds to North Humberside (via A1 and Selby)
- A64 Leeds to Scarborough (via A1 and York)
- A65/A629 West Yorkshire to Cumbria (via Skipton)
- A66 Teesside to Cumbria (via A1 at Scotch Corner)
- A1041 Selby to M62

In addition to these Trunk Roads the following County roads, which are managed by the County Council, are of strategic importance:

- A19 Doncaster – Selby – York – Thirsk
- A59 Lancashire – Skipton – Harrogate – York
- A165/A171 Teesside – Scarborough – Humberside

These routes are included in Figure 2.3.

2.8.2 As well as the issues of a localised nature discussed in Chapter 5, there are currently a number of issues of strategic importance associated with the strategic road network. These are detailed below:

- **A1 Upgrading** – During the last 20 years the Highways Agency (HA) (previously the Department of Transport) has successively upgraded sections of the A1 through Yorkshire to motorway standard. During this LTP period the HA has plans to complete this upgrade. The Council will continue to work closely with the HA to ensure that a balance between the regional and national benefits and local impacts is achieved.

- **A64 Upgrading** – As has been identified by the RES, and is likely to be identified in the RSS, the economy of the East Coast of Yorkshire is in need of regeneration. An important factor in the weakness of the economy is the geographical remoteness from the core transport network. The A64 is the main road link between the A1 and Ryedale and Scarborough Districts. The County and District Councils are working with the HA to determine how the A64 can be upgraded to improve connectivity into the east coast region.

- **A65/A629 De-trunking** – As part of the plans to de-trunk the non-core trunk road network and hand control to the local highway authorities, the HA is seeking to de-trunk this strategic route. There are a number of issues with regards to potential bypasses of communities on the A65 that need resolution before this de-trunking can take place.

2.8.3 **Strategic Rail Issues**

Within North Yorkshire there are a number of rail routes offering both local and longer distance services. These are shown in Figure 2.2. This includes the East Coast Mainline (ECML) which is the main north/south rail route in the UK.

Rail travel is essential to the economic viability of both the region and County. Not only does it improve accessibility for
those without access to a car but it allows those with access to a car to make a wider range of journeys and use their car less. North Yorkshire’s flourishing tourist industry means that if the County is to constrain traffic growth on the roads then longer distance travellers should be offered a viable alternative to travelling to the area by car.

Despite the importance of rail to the local economy, the Council has very little power and limited influence on the delivery of rail services and infrastructure. Rail services are now specified and funded through the Secretary of State and the Office of the Rail Regulator. The Government, through the Department for Transport, is responsible for setting the strategy for the railways including the level of public expenditure and the key outputs to be delivered.

Brief details of the main rail issues faced by the County are included below.

2.8.4 Service Provision
The main rail operators serving North Yorkshire are:
- GNER, serving the East Coast Main Line (ECML)
- TransPennine Express, providing services between Newcastle, Middlesbrough, Scarborough and Hull to Leeds, Manchester and Liverpool
- Northern, providing all other local services
- Hull Trains, providing services between Selby and London
- Metro, providing services to and from West Yorkshire

There are two main problems for North Yorkshire with the rail service provided by these operators. Firstly, on the longer distance services, especially on the ECML, there are a very limited number of stops within North Yorkshire. Travellers often have to use feeder services to mainline stations outside North Yorkshire (Darlington, York and Leeds) to make trips south to London and north to Edinburgh. Secondly, many of the shorter cross-boundary commuter services, especially York–Harrogate–Leeds, are operating at capacity. With the potential growth of York and Leeds it is likely that commuter demand will grow. The capacity problems are also therefore likely to grow.

2.8.5 Station Provision
There are 46 stations in North Yorkshire which are used by over 4 million passengers each year. However, many communities adjacent to rail routes have no or inadequate station access. This is especially important on cross-boundary commuter routes into York, Leeds and Bradford from Harrogate, Craven and Selby.

2.8.6 Network Provision
Although there are 418 km of rail routes, in a County the size of North Yorkshire many areas still do not have any access to the rail network. There are a number of disused railway lines which have been identified by the County Council and other interest groups as having potential for re-opening. These include the Malton to Pickering, Ripon to Harrogate and Skipton to Colne lines. In many cases the justification for re-opening these lines is limited and the capital cost is high.
Notwithstanding the above, the County Council support in principle the re-opening of these lines. However, the prime responsibility for the rail network lies with the rail industry, not the County Council.

2.8.7 Community Rail Development
The Government has recently published its ‘Rail Review’ white paper which sets out its vision for rail services in the next ten years. It has also published the Community Rail Strategy and five rail lines in North Yorkshire feature within that programme.

Community Rail lines within North Yorkshire are:
- The Esk Valley line between Whitby and Middlesbrough
- The Wolds Coast line between Scarborough and Beverley
- The line between Skipton
and Lancaster
- The seasonally used line between Hellifield and Clitheroe
- The Knottingley to Goole line between Whitley Bridge and Hensall.

Of the three established Community Rail Partnerships, only the Esk Valley line has so far been formally designated by the DfT with Community status.

Community rail lines offer the potential for local control and can provide a useful tool to address accessibility issues in many areas.

2.8.8 Rail freight
There are primarily two key factors which influence the level of rail freight in North Yorkshire. On the supply side, the rail network in North Yorkshire comprises a diverse mix of routes, from high speed electrified, diesel-worked secondary routes, to rural and freight only routes. It also includes privately owned or operated preserved routes like the North York Moors Railway and Wensleydale Railway. Their capability to handle freight traffic is dependent upon a number of constraints including line speed, capacity, level of existing use, signalling and other physical constraints, e.g. the loading gauge.

On the demand side, the mix of business and industry types will also greatly influence the volume of rail freight moved in the County. With the exception of commodities like aggregate and timber, which are the traditional core markets for rail, given the constraints highlighted above, the scope for significant modal shift in North Yorkshire is limited. For example the growth markets for rail, like the movement of fast moving consumer goods (FMCG) is not relevant to the North Yorkshire situation.

Nevertheless, good examples of best practice do exist in the County, like the Potter Group at Selby, and we remain keen to ensure that any opportunities for transferring freight from road to rail (or water – see 2.9 below) are fully investigated and where economically feasible, exploited.

The Council will continue to work in this area, developing contacts with business and industry in particular quarrying, and will ensure that the necessary infrastructure is in place should any opportunities arise.

2.9 Sea Ports
North Yorkshire is situated in between five internationally significant seaports, which include two of the largest ports in the UK. Teesport to the north is the UK’s third largest port, and the ports of Hull, Grimsby, Immingham and Goole to the south also represent significant freight trip attractors, with Grimsby/Immingham ranked as the UK’s number one port in terms of tonnage handled.

Market driven expansion plans and growth strategies identified in the Northern Way and Regional Spatial Strategies will only serve to further increase freight activity to these ports, with implications for the surrounding transport network including that within North Yorkshire. For example, problems of freight using the A165 and A171 as a route to Teesport already exist.

Within North Yorkshire, port facilities have been in decline over recent years. The port of Selby, which was the UK’s furthest inland port, now forms part of a wider regeneration initiative, the port of Scarborough now only handles pleasure boats and a dwindling fishing fleet, and the future viability of the one remaining commercial port, the port of Whitby, remains uncertain.
We recognise that good access to and through the major northern sea ports, providing efficient movement of freight and people, including tourists wishing to visit the County is vital to the local and regional economy. There is a need to work alongside partners in ensuring that port growth is accommodated but at the same time, is set alongside appropriate route and capacity upgrades to ensure that any additional burdens placed upon the County’s transport network are managed.

2.10 Waterways

The navigable waterway network in North Yorkshire includes the Selby Section of the Aire & Calder Navigation Canal and the River Ouse, which goes through York and up to the River Ure, connecting to the Ripon Canal.

Historically, water transport was an important element in the freight network of North Yorkshire. Today, its role is greatly diminished. Nevertheless, despite commercial disincentives, and the natural barriers that restrict the size of vessels into the County, North Yorkshire’s inland waterways with their links to the wider Yorkshire and Humber region, remain an asset, which should not be overlooked in terms of the potential for sustainable freight transfer.

2.11 Airports

Whilst there are no airports located in North Yorkshire, there are a number of regional airports located close to the County. These are:

- Durham Tees Valley Airport
- Leeds Bradford International Airport
- Newcastle Airport
- Humberside International Airport
- Robin Hood Doncaster Sheffield Airport

These airports generally serve local demand, i.e. within the North East and Yorkshire and Humber Region. These regional airports, along with major airports like Manchester, which attracts passengers from a wider area, impact on travel patterns in and through the County.

Air travel has grown five fold over the past 30 years and is projected to be between two and three times the current level by 2030. Airports are particularly important for the development of regional and local economies. The growth of the local airports will have consequential effects on transport networks in and around North Yorkshire. For example, the recently opened Robin Hood Doncaster Sheffield Airport is only approximately 40 miles south of Selby. It is estimated that between 5000 and 8000 jobs could be created by 2012. Due to the close proximity to North Yorkshire this could affect travel patterns and traffic growth in the County. This situation is reflected with the other local airports.

2.12 Freight

In addition to numerous freight movements on the strategic road and rail networks there are three important industries that generate large numbers of freight movement in North Yorkshire. These are Mineral Extraction, Forestry and Agriculture. All of these industries play an important role in the economy of the County, however, because of their location in primarily rural areas there are specific problems associated with the freight movement they generate.
Chapter 3 – Local Transport Strategy Summary

3.0 Introduction
In accordance with the requirements of LTP 2 the County Council has prepared a Local Transport Strategy (LTS) for North Yorkshire. This chapter is a summary of the main details of the Local Transport Strategy for North Yorkshire. A copy of the full Local Transport Strategy, which includes further details of the policy background and main transport related issues in North Yorkshire, is included as Annex A to this document.

The LTS sets out details of how transport can contribute towards the longer term (10 to 15 years) vision for North Yorkshire and the region as set out in other key planning documents including the Community Strategies, North Yorkshire Council Plan, the Regional Spatial Strategy and the emerging Regional Transport Strategy.

3.1 Vision, Aims and Objectives (LTS – Section 1)
Within the LTS the County Council has adopted a Vision, Aims and Objectives for transport in the County over the next 10 to 15 years. The purpose of the LTP is to set out policies, procedures and targets for the five year period 2006–2011, which will contribute towards achieving the Vision, Aims and Objectives. Consequently, the Vision, Aims and Objectives adopted for the Local Transport Strategy are also applicable to and adopted in the Local Transport Plan. These are set out below:

**Vision**
Better access and sustainable communities for all

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

**LTP 2 Objectives**

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

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

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

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

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

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

**Objective 7 (Efficiency)** – To ensure that the management and maintenance of the transport infrastructure contributes towards the efficient use of resources.
These reflect the philosophy that transport is a means to an end not an end in itself and that the vast majority of journeys are not undertaken for their own sake but for people to gain access to other services. 

The Aims and Objectives are not primarily about the delivery of transport but are drawn from the wider planning and policy framework and set local transport in the context of being a means of delivering wider plans and aspirations to make North Yorkshire a better place to live and visit. Figure 3.1 shows the linkages between planning aspirations, the LTP and the delivery of these outcomes.

Objectives 1 to 4 reflect the four Shared Priorities for Transport agreed by the Government and the Local Government Association as described in Chapter 2. However, the LTP Objectives are more specific to the needs and priorities of the visitors and residents of North Yorkshire than the Shared Priorities. 

Transport initiatives are likely to have their greatest impacts on achieving these first four Objectives and play a secondary or supporting role in achieving Objectives 5 to 6. Ensuring the best use of resources both financial and natural and reducing the need to travel will ensure that the delivery of LTP 2 is effective and efficient. Further details of each of the Objectives are given overleaf.
3.2 Objective 1 (Accessibility) (LTS – Section 2)
Accessibility is defined as the ability of all people, regardless of their social conditions or geographical location, to access key services which can significantly impact on their quality of life (i.e. work, learning, health care and food). In addition to the services included in the Council’s own shared transport priority, consultation on local priorities for the North Yorkshire LTP 2 established that recreation and tourism was a key economic driver in the County. Therefore, it was agreed that access to recreation and tourism services should also be included as a priority in North Yorkshire.

The main problems in North Yorkshire relating to Accessibility result from the topography, geographical size and low population density of the County. 80% of the County’s area is defined as ‘super sparse’. Some of the more remote rural settlements in the County are many miles from the nearest town.

Access to the services provided in these towns, or further afield, is very difficult for those without access to a car. The sparsity of the rural population also makes the provision of conventional passenger transport difficult and often uneconomic.

Approximately 62% of the population of North Yorkshire live in towns. These towns provide many of the key services and are often compact settlements which make walking and cycling feasible modes of transport for many people to access the services they require. Regional and local strategies identify local towns as the main places to deliver services both to the town and the rural hinterland.

The County Council has produced an Accessibility Strategy which forms Annex B to the LTP.

3.3 Objective 2 (Safety) (LTS – Section 3)
Safer Roads is the second of the Government and LGAs Shared priorities for transport. Although strategies in the first LTP successfully reduced the number of casualties resulting from road accidents in North Yorkshire, there were still 745 Killed or Seriously Injured on North Yorkshire’s roads in 2003.

It is important that one of the objectives of the LTS is to continue this downward trend in casualties and especially to make a significant impact on the number of fatalities arising from road accidents. The County Council has led on the production of a Multi Agency Road Safety Strategy (York and North Yorkshire Road Safety Strategy). This forms Annex C to the LTP.

3.4 Objective 3 (Environment) (LTS – Section 4)
Improving Air Quality is the third of the shared priorities. Poor air quality is not a significant issue for most of North Yorkshire. However, we must ensure that it does not become an issue and try to improve air quality in the areas where it is affected by traffic. The County Council has produced a Congestion and Air Quality Action Plan to support the LTP (available on request) to address the few locations with Air Quality problems.

Additionally the high quality natural and built environment is valued by residents and visitors
alike. The quality of the environment is therefore essential to the tourist industries and the economy of North Yorkshire.

On a wider scale, the County will seek to contribute towards national and international targets for the reduction in Carbon Dioxide emissions.

To achieve this, a recent innovation has been the appointment by the Council of a dedicated post of ‘Carbon Reduction Manager’. The impacts of traffic and transport are one of the main threats to this high quality environment. Objective 3 embraces all aspects of improving and protecting the environment, including air quality.

3.5 Objective 4 (Congestion) (LTS – Section 5)
Tackling congestion is the fourth of the shared priorities. As with air quality, congestion is not a major issue for most parts of North Yorkshire. As previously stated, there is significant traffic congestion in the two main centres of Harrogate and Scarborough and isolated areas of congestion in some of the smaller towns. Additionally, the popularity of some tourist attractions can result in rural congestion in the peak holiday periods.

Regardless of the current levels of congestion, current traffic growth predictions suggest that the greatest growth will be in rural areas. It is important that the County Council addresses the problems of traffic congestion which are already occurring and takes measures to ensure that it does not become widespread. Additionally, the high levels of commuter traffic from some areas of North Yorkshire into adjacent urban areas contributes towards congestion in those areas. Measures to address this cross-boundary commuting are included in the LTP 2.

The County Council has produced a Congestion and Air Quality Action Plan in support of the LTP (Annex M) to address the locations with traffic congestion in the County.

3.6 Objective 5 (Quality of Life) (LTS – Section 6)
In addition to the four Shared Priorities the Government has recognised that transport initiatives can play a secondary, though still significant, role in improving Quality of Life. The main other quality of life issues defined by the Government are listed below:

- Quality of public spaces and better streetscapes
- Landscapes and biodiversity
- Community safety, personal security and crime
- Healthy communities
- Sustainable and prosperous communities
- Noise
- Climate change and greenhouse gases

3.7 Objective 6 (Economy) (LTS – Section 7)
A prosperous local economy is at the heart of many of the planning strategies for the County. Whilst transport improvements alone cannot ensure that the economy...
prospers, good transport links are a vital element in facilitating and maintaining a prosperous economy.

This Objective seeks to ensure that transport makes a contribution towards prosperity by providing and maintaining high quality communications to all parts of the County. The main economic issues facing the County are identified in the adopted Regional Economic Strategy (RES). These are summarised below. Although they are not specifically included in the current draft of the reviewed RES they remain areas of concern to the County Council.

- To build a new economic base in Selby – The closure of the Selby coalfield has had a severe impact on the economy of Selby district.
- To build a new economic base in the coastal areas – The decline in the traditional economic base of the coastal and rural areas has lead to economic and social disadvantage.
- To build a new economic base in the rural areas – The Foot and Mouth epidemic demonstrated the fragility of the rural economy. The decline in traditional industries, including agriculture, has highlighted a need to establish a more diverse economic base.
- To develop the economies of Leeds and York – The County Council needs to embrace the benefits of economic growth in these cities whilst taking care to minimise the adverse impacts such as reduced accessibility to employment and the impacts of increased commuting.

Improved transport links and communications can play a significant role in addressing all these issues.

3.8 Objective 7 (Efficiency) (LTS – Section 8)

This Objective seeks to ensure that efficiency is a key consideration in all LTS and LTP transport policies and initiatives. It is primarily concerned with three main elements of efficiency.

Economic Efficiency: The need to achieve the most efficient use of funding available for transport related schemes and projects, thereby demonstrating Value for Money. This includes a selection of schemes and initiatives that deliver against the priorities followed by value engineering and innovative procurement procedures as set out in the Gershon review.

Transport Efficiency: Whilst traditionally transport efficiency would primarily be concerned with the need to make the best use of the existing transport services, networks and infrastructure it should also take a wider view and consider alternative means of providing services to people that do not require them to travel.

Resource Efficiency: It is recognised that maintaining and improving the transport infrastructure and services does involve the use of limited natural resources. In line with the concepts of ‘value for money’ and environmental conservation this objective requires the County Council to ensure appropriate and efficient use of these limited resources in achieving the transport aims and objectives.

3.9 Wider Policy Context (LTS – Section 9)

As previously stated, transport is a means to an end not an end in itself. The purpose of the Local Transport Strategy (LTS) is to set out how transport can contribute towards wider planning aspirations. The LTS and LTP link to other important planning documents including the Regional Spatial Strategy and the Planning Authorities Local Development Frameworks. These documents determine the size and location of housing, employment, retail and other land use changes in the County all of which can have a significant impact on transport needs and travel patterns. Details of these documents are shown in Figure 3.2.
3.10 Transport Strategy (LTS – Section 10)

In accordance with the requirements of Strategic Environmental Assessment legislation, the County Council tested a number of alternative transport strategy options for the LTS and LTP. Full details of the options tested and the outcome of the Strategic Environmental Assessment can be found in the Strategic Environmental Assessment Report and Statement.

Following this testing, a Strategy based on the concept of improving accessibility of services and encouraging modal shift was adopted.

The adopted strategy consists of a number of main components, which together will contribute towards achieving the Aims and Objectives of the LTP 2. In most cases, these Strategy Components will contribute towards progress on more than one of the LTP 2 Objectives.

The County Council has adopted 12 strategy components. These are:

- To work with partners to promote the local delivery of services
- To improve the efficiency and effectiveness of the transport network
- To reduce the need and demand for travel
- To promote alternative more sustainable modes of transport
- To promote sustainable development
- To maximise the contribution of transport to maintaining the viability and vitality of local communities
- To manage traffic in...
environmentally and socially sensitive areas
• To improve the safety of the highway network through engineering, education and enforcement
• To develop and manage the transport infrastructure and services in order to minimise the adverse effects of geographical isolation
• To maintain the transport infrastructure in a manner appropriate to its use
• To maximise the contribution of the transport network to the development of sustainable tourism
• To work with partners to reduce disruption to the highway network

Figure 3.3 overleaf illustrates how each of these strategy components can contribute towards one or more of the Objectives. Further details of a toolkit of measures to deliver each component and hence contribute towards achieving the LTS and LTP 2 Objectives are incorporated into Chapter 6 and supporting Annex D.
<table>
<thead>
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<th>Objective 1 (Accessibility)</th>
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<th>Objective 3 (Environment)</th>
<th>Objective 4 (Congestion)</th>
<th>Objective 5 (Quality of Life)</th>
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</table>

**Key**
- **High**: direct and significant impact
- **Medium**: indirect or less significant impact
- **Low**: indirect and small impact
- **X**: potential negative impact
- **- -**: minimal or no impact

**Table Notes**
- To work with partners to reduce disruption to the highway network
- To maximise the contribution of the transport network to the development of sustainable tourism
- To maintain the transport infrastructure in a manner appropriate to its use
- To maximise the contribution of the transport network to the development of sustainable tourism
- To work with partners to promote the local delivery of services
- To improve the efficiency and effectiveness of the transport network
- To promote alternative more sustainable modes of transport
- To promote sustainable development
- To maximise the contribution of transport to maintaining the viability and vitality of local communities
- To manage traffic in environmentally and socially sensitive areas
- To improve the safety of the highway network through engineering, education and enforcement
- To develop and manage the transport infrastructure and services in order to minimise the adverse effects of geographical isolation
- To improve the need and demand for travel
- To improve the safety of the transport network

**Figure 3.3 – Contribution of Transport Strategy Components to LTP 2 Objectives**
Chapter 4 – Scheme Identification (Service Centre Transportation Strategies)

4.0 Introduction

This chapter describes the Service Centre Transportation Strategies approach to identification of schemes and initiatives that will help build sustainable communities by contributing to the LTP2 objectives.

4.1 Achieving the Objectives

North Yorkshire is England’s largest County which stretches from the east coast for a distance of approximately 90 miles to the boundary with Cumbria and Lancashire. It also extends from Tees Valley and Durham southwards some 60 miles to the Yorkshire Metropolitan areas and the East Riding of Yorkshire, with a road network of approximately 9,000 kilometres excluding the trunk road network. The County contains seven districts, two national parks and 720 parishes.

The overall vision of the LTP 2 is to build sustainable communities and the Council believes that in a County as large as North Yorkshire this can be best achieved by improving access to services based on local service centres. Each of these service centres is a settlement or a group of settlements that act as a focal point for employment and the delivery of many key public and private sector services for not only people that live within them but also the wider community in smaller settlements in the surrounding hinterland. The transport needs of each service centre will be addressed using schemes and initiatives focused upon the seven LTP 2 objectives in ways such as those outlined below.

- **Accessibility** – address problems of poor accessibility to health, food shopping, employment and education by the provision of better and more easily accessed transport services and infrastructure and by influencing the way in which key services are delivered and future land use development.
- **Safety** – identify and address locations with a poor road safety record through the introduction of local road safety schemes and initiatives, and reduce the risk of accidents at other locations where infrastructure improvements are planned.
- **Environment** – encourage development that reduces the length of journeys and the need to travel. Provide schemes that aim to encourage increased use of non-motorised forms of transport, especially in conservation and other environmentally sensitive areas and reduce the visual and noise effects of extraneous traffic.
- **Congestion** – discourage unnecessary vehicle journeys by using a range of travel awareness initiatives, introducing appropriate passenger transport improvements and integration with district councils on LDF development allocations to ensure that development is planned in a sustainable way.
- **Quality of Life** – widen the range of travel choices through pedestrian and cycling improvements and the provision of better public transport. Seek to reduce traffic speeds in residential and other ‘sensitive’ areas.
- **Economy** – introduce measures that seek to encourage greater and more diverse use of local services and facilities in a sustainable
way recognising that tourism is an important industry throughout the County.

- Efficiency – ensure that schemes compliment one another, offer good value for money and avoid duplication through the introduction of an integrated implementation plan.

The service centre strategies will also seek to address the wider land use and socio-economic issues for the area. For example, they will consider issues relating to access to strategic services, such as hospitals, which may not be provided locally.

4.2 Service Centres

The Town Centre Traffic Management Strategies (TMS) developed in the first LTP included consultation with people living within the town centre and in the surrounding hinterland, but measures were concentrated within the town centre area.

The new service centre transportation strategy approach would recognise the need to have a strategy covering not only the town centre but also the surrounding hinterland. The majority of the infrastructure related solutions will be in the town centres where people and traffic come together. However, widening the strategy area to cover the hinterland will allow a closer alignment with accessibility, public transport, road safety and school travel.

A total of 28 service centres have been identified in North Yorkshire using the outcomes from the Regional Spatial Strategy Settlement Study carried out by the County Council on behalf of the Regional Assembly. A map showing the distribution of the service centres can be found at Figure 4.1 overleaf. The population and geographical extent of the service centres varies considerably. The populations range from approximately 2,400 up to 106,000 and the areas from 16 to 268 square miles. The service centres have been identified on the basis of their current service and employment roles which has been clearly established in the Settlement Study, their potential to accommodate and maximise the benefits of future investment, their accessibility from the wider community and their relationship to the public transport and highway network.
4.3 Mechanism for Development of a Service Centre Transportation Strategy

Establishing the Service Centre Area
The focus of the service centre approach will be to identify in partnership with stakeholders and the local community the transport related issues of the area, focusing on the LTP Objectives and to identify a range of solutions ranging from the local delivery of services to providing safe, well connected transport services linking people to jobs, education, health and other services.

In order to ensure full coverage of North Yorkshire by service centres during the life of LTP 2, an initial estimate of the size of the service centre areas has been made taking account of those services available within each area, access by public transport services and topography, the latter being particularly important in the Yorkshire Dales and North York Moors National Parks. The definitive boundary of the service centre transportation strategy will be developed through the Strategy Steering Group and agreed at a stakeholder workshop to ensure that it is stakeholder led. An example for Stokesley/Great Ayton is included as Figure 4.2 overleaf which differs from that included in the provisional LTP 2 due to the inclusion of Ingleby Arncliffe as recommended by the Steering Group.

Building upon Past Experience
Development of the service centre transportation strategies would build primarily upon the success of the current TMS approach involving a sample survey of community opinion on the issues to be addressed, two stakeholder workshops, full public consultation on the options and a subsequent implementation plan.

Some enhancements and changes are proposed when compared to the current TMS approach to reflect the larger area covered by the service centre strategies and to ensure that schemes and initiatives contained within them contribute effectively towards the achievement of the LTP 2 objectives. The Council envisage sampling a larger proportion of the community in the rural hinterland to avoid under representation and a more proactive and more frequent way of engaging with the larger number of parish councils that will be involved. A pilot service centre strategy is currently being developed for the Stokesley/Great Ayton area and any lessons learnt from the pilot will inform the development of future strategies in much the way.
same way that the TMS approach was refined over time.

**Involvement of Stakeholders**

The current TMS approach places a strong emphasis upon identification of local problems and solutions through stakeholder workshops. The workshops allow stakeholders to identify the local problems and issues which are important to them. These can then be explored further and possible solutions discussed. Key stakeholders in this process will be the District Councils who have responsibility for production of Community Investment Prospectuses (CIP) and the local planning authorities (District Council or National Park Authority) who are responsible for the Local Development Frameworks (LDF) for their area. It is crucial that the LDF guides and is guided by the relevant service centre transportation strategies. The strategies will also identify where there is a need to influence development patterns at a regional level (e.g. through the...
Regional Spatial Strategy) to discourage long distance travel and encourage sustainable development. The needs of visitors to both the towns and countryside will be considered by working with partners and various stakeholder organisations ranging from the National Park Authorities and the Yorkshire Tourist Board to individual attraction and facility operators. See Annex J for more details on Sustainable Tourism.

A steering group will be established to develop the detailed strategy options including representatives from the relevant District Council’s community safety partnership, North Yorkshire Police and where appropriate the Highways Agency. Stakeholders will also have a greater input to the development of the detailed content of the public consultation material. Questions included in the consultation leaflet will be aimed at gaining an understanding of how representative the responses are and the distributional impacts of the proposals. The outcomes from the delivery of the approved strategies will be monitored and there will also be a stakeholder forum to discuss progress on strategies with the local community.

**An Increased Emphasis on Achieving the Objectives**

In the identification of possible solutions, emphasis will be placed on meeting the shared priorities and other objectives of LTP 2 and the achievement of targets using the new scheme prioritisation mechanism discussed in Chapter 7. The Strategies will also provide the opportunity for a more integrated approach to implementation of maintenance schemes alongside these wider transportation schemes and initiatives. Suggested schemes and initiatives will be rated for their contribution to the achievement of the LTP 2 objectives before the stakeholder workshop and the subsequent public consultation exercise.

**The Importance of Travel Awareness**

Raising travel awareness issues locally will be an important element of both the preparation of the strategy and future implementation of schemes and initiatives. The Council will accompany the public engagement on the preparation of the strategy with localised travel awareness campaigns and initiatives to enable people to make more informed choices when it comes to journey planning in line with the Government’s report entitled “Smarter choices - Changing the way we travel”. For example, where possible, travel awareness assistants will visit local schools and businesses to promote the development and implementation of travel plans. Public consultation leaflets distributed to all households and businesses in the area during the development of the strategy provide the opportunity to circulate relevant public and community transport information as well as other sustainable travel information. Additionally, the implementation of any scheme or initiative, especially major infrastructure schemes, will be accompanied by targeted publicity and travel awareness campaigns. For example, the opening of a new cycle route or footway will not only be used as an opportunity to promote the route but also as an opportunity in the local areas to raise awareness of the wider benefits and possibilities of cycling and walking.

### 4.4 Programme for the Development of Service Centre Transportation Strategies

Table 4.2 details a provisional programme of Service Centre Transportation Strategies (SCTS) to be developed during the life of LTP 2 whilst Table 4.3 contains a programme for the delivery and review of TMS implementation plans. The programmes show new service
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*Scarborough Integrated Transport Strategy to be progressed subject to Regional Transport Board funding recommendations. Weighting value – 1 requires the greatest amount of resources and 3 requires the least.

### Table 4.2 - Provisional Programme of New Service Centre Transportation Strategies

### Service Centre District Weighting 2005/06 2006/07 2007/08 2008/09 2009/10 2010/11

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Weighting value – 1 requires the greatest amount of resources and 3 requires the least.

### Table 4.3 - Provisional Programme of Traffic Management Strategy Reviews
centre strategies being developed over the life of LTP 2 alongside the implementation, review and extension of the adopted traffic management strategies to bring the latter into line with the new approach. By the end of LTP 2 a service centre strategy will exist for each of the 28 service centres.

Each service centre strategy has been given a weighting value based upon an estimate of the amount of work envisaged in its development. The weighting value ranges from one to three with those strategies given a rating of one requiring the most resources and three requiring the least. The timing of each strategy in the programme has been organised so that there is an even distribution of work across the seven Local Area Offices that have been established following the re-organisation of Highways North Yorkshire.

The development and implementation of the new service centre strategies combined with the delivery of previously adopted TMS implementation plans represents an on-going programme of schemes and initiatives based on locally developed and integrated plans. Additionally, where necessary the Council will continue to identify interventions to address urgent or important issues (e.g. high risk accident sites, congestion and/or air quality hot spots, major accessibility issues) in advance of the development of the local Service Centre Transportation Strategy.

The local Area Manager will be responsible for the delivery of all schemes in the local area thus ensuring effective co-ordination with urgent or strategic initiatives such as local safety schemes identified through countywide interrogation of the North Yorkshire road casualty database or passenger transport improvements on strategic road corridors.

A pilot service centre strategy for the Stokesley/Great Ayton area is being carried out as part of the 2005/06 capital programme to firm up the service centre approach and identify any issues that need to be addressed ahead of the larger roll out in the 2006/07 financial year. It is estimated that a new transportation strategy will cost in the region of £40,000 to £80,000 (including public consultation costs) depending upon the size and population of the strategy area. It is envisaged that a review would cost less than the equivalent new strategy due to the reduced amount of initial development work required such as traffic surveys. The development of the service centre strategies in the early part of LTP 2 will help inform the production of a streamlined process for the review of the existing TMS to bring the latter into line with the new approach.

Integrated transport strategies are already being developed for the sub-regional centres of Scarborough and Harrogate/Knaresborough through Scarborough Integrated Transport Strategy (SITS) and Harrogate and Knaresborough Integrated Transport Strategy (HAKITS) and these will be reviewed towards the end of LTP2.

Any improvements to passenger transport services identified in the transportation strategies would help inform the regular district based reviews carried out every four years. The strategies will also help identify measures that could be included in the County Council's Rights of Way Improvement Plan (RoWIP) and identify measures already included in the RoWIP that will contribute towards the LTP Objectives.

The SCTS will also consider and prioritise the proposals for dealing with any congestion and/or air quality issues that have been set out in the Congestion and Air Quality Action Plan which accompanies the LTP.

Schemes and initiatives identified in the Service Centre
Transportation Strategies would be prioritised using the scheme prioritisation mechanism discussed in Chapter 7. This will ensure that those schemes and initiatives that contribute most effectively to the whole range of LTP 2 objectives are given the highest priority. In order to ensure continued public support for the Transportation Strategy there will be a need to reserve some funding for early delivery of initiatives in each area.

4.5 Issues for each of the Service Centre Transportation Strategies

A brief description of the service centre area and outlines some of the main transport issues that will have to be considered for each of the 28 service centre strategies in order to ensure that they contribute towards the achievement of the LTP 2 objectives is included in Appendix 1 to the LTP.

4.6 Local Indicators

An area for improvement on the current TMS approach would be to better identify those local outcomes that can be effectively monitored. In order to address this problem and ensure that the Transportation Strategies contribute towards the Shared Priorities, the identification of local indicators will be a key part of the strategy development. The contribution towards those indicators and targets contained in LTP 2 will be monitored where appropriate as well as locally determined indicators and targets relating to the issues identified in each area. Examples of indicators are given below:

- Public transport use and satisfaction levels will be measured through surveys carried out in partnership with public transport providers
- Mode of travel for people accessing local services (e.g. questionnaire based surveys at hospitals, libraries and schools)
- Road casualties through the well-established local safety scheme monitoring procedures
- Congestion/traffic flows using before and after traffic surveys at key locations
- Air quality; by engaging with District Council partners to undertake before and after air monitoring
- Economic indicators such as car park usage and foot fall surveys in shopping areas

The identification of the specific targets relating to the indicators will be influenced by the issues to be addressed in each service centre strategy. For example, some strategies may focus more upon safety where as others could place more emphasis upon accessibility. Monitoring of performance against these targets will be a key part of the annual review process carried out by the Steering Group once the strategy is adopted.
Chapter 5 – Wider Strategic Issues

5.0 Introduction

5.0.1 In addition to transport issues which can be considered on a local basis through the Service Centre Transportation Strategies, there are a number of other transport issues that are either of a more strategic nature or have countywide implications. This chapter identifies these issues, how they relate to the LTP Objectives, the problems and opportunities associated with them and the proposed course of action to address them. The key strategic or countywide issues are:

- Cross Boundary Travel
- Cross Boundary Commuting
- Trunk Roads and Other Strategic Road Links
- Strategic Rail Links
- Sea Ports
- Waterways
- Airports
- Mineral and Timber Extraction
- Sustainable Tourism

BUILDING ON SUCCESS
Freight Quality Partnerships
Timber Extraction Routes

Timber is important to North Yorkshire’s rural economy. However, its transportation can have adverse impacts on the local road network. To meet these challenges, in 2004 we set up the Timber Freight Quality Partnership to consider how we could encourage its growth while minimising its impact.

Through links forged with the Timber Transport Forum, the FQP adopted best practice from Scotland and produced a Preferred Routes Map. This is useful in clearly illustrating the suitability of possible extraction routes. Following dialogue and consultation, the Map now covers 95% of Forestry Commission assets, and it will be used as the basis for considering how timber extraction proposals and highway maintenance programmes can be jointly considered.

5.0.2 As with the Service Centre Transportation Strategies described in Chapter 4 this approach to addressing strategic issues will generate specific interventions. The relative priority of these interventions will be assessed using the Scheme Prioritisation System described in Chapter 7 and based on their contribution towards the LTP Objectives prioritised against both other strategic interventions and local (Service Centre Transportation Strategy) interventions. However, in the case of large scale interventions (e.g. provision of a new railway station) the Scheme Prioritisation System may not fully assess the benefits. In these cases the
priority rating would be used as a guide for a more detailed assessment of the benefits.

5.1 Cross Boundary Travel

As stated in Chapter 2 much of the travel in North Yorkshire involves journeys to areas outside the County Boundary. The LTP 2 needs to consider the issues of cross boundary travel. Whilst many of the local issues are considered as part of the Service Centre Transportation Strategies, the root causes and many of the problems and solutions are of a sub-regional, regional and often national level.

5.1.1 The main cross boundary travel issues are as follows:

- Freight and traffic travelling through, to and from the County including:
  - Use of inland waterways (see section 5.4)
  - Road freight (see section 5.6)
  - Rail freight capacity constraints
- Passenger traffic travelling through to and from the County including:
  - Strategic road links (see section 5.2)
  - Strategic rail links (see section 5.3)
  - Access from North Yorkshire to ports and airports (see sections 5.4 and 5.5)
  - Travel into North Yorkshire for tourism and leisure purposes (see section 5.7)
  - Travel to and from North Yorkshire to access services (e.g. shopping)
  - Travel to and from North Yorkshire to access work (See Annex N)

5.1.2 These issues manifest themselves in a number of ways. These are described in detail in Chapter 2 and in the Cross Boundary Travel Action Plan (Annex N) with brief details highlighted below.

- Reduced accessibility.
- Impact on the sustainability of local communities resulting from the high numbers of commuters.
- High house prices.
- Social and environmental impacts of traffic.
- Need to provide transport services for commuters.

5.1.3 The scope and scale of the issues related to cross boundary travel and in particular cross boundary commuting has been explored in Chapter 2. The LTP needs to address these issues both in the shorter term in relation to current cross boundary travel and in the medium to longer term to ensure that the pressures for centralised economic growth in the region do not adversely impact on communities in North Yorkshire. The County Council will undertake more detailed investigations of the key cross boundary travel issues and working with adjacent local authorities continue to address the issues based on the following broad themes:

Short/Medium Term

- Improved provision of public transport and encouragement of modal shift away from private cars
- Encouragement of sustainable freight distribution
- Influence development patterns (including through the RSS and Local Development Frameworks) to encourage local provision of services (including employment)

Medium/Long Term

- Influence development patterns (including through Local Development Frameworks) to encourage local provision of services (including employment)
- Influence regional and national planning guidance (e.g. the Regional Spatial Strategy) to discourage long distance...
travel and encourage sustainable development

5.1.4 On a local basis three main areas of high cross boundary commuting have been identified. These are commuting to West Yorkshire, York and Teesside. In all cases the problems arising from these movements require local interventions.

The main local interventions to address these issues are included below:

**West Yorkshire**

- Implementation of the Harrogate and Knaresborough Integrated Transport Strategy (HAKITS) as described in Chapter 4
- Investigation of extension of Metro Fares into North Yorkshire
- Continued improvement of the Ripon – Harrogate – Leeds quality bus corridor (No. 36)
- Improvements to bus routes between Selby District and Leeds
- In conjunction with Metro, investigate the opportunity for the introduction of bus priority measures
- Continue working with Harrogate, Craven and Selby District Councils to ensure that Local Development Frameworks reflect the need to reduce cross boundary travel

**York**

- Work with Network Rail and train operators to address rail frequency and capacity issues, particularly on the York – Harrogate – Leeds route.
- Liaison with City of York to investigate the potential for the extension of the Intelligent Transport Systems onto the A19 and A59 in North Yorkshire.
- In conjunction with City of York, investigate the opportunity for the introduction of bus priority measures

**Teesside**

- Continue working with Richmondshire and Hambleton District Councils to ensure that Local Development Frameworks reflect the need to reduce cross boundary travel
- Improved bus services to Darlington and Teesside
- Teesside Rail Links
- Work with Northern Rail
- Increase capacity/frequency of rail services

5.1.5 Clearly cross boundary travel issues need to be addressed by the transport authorities on both sides of the boundary. Whilst the County Council are already working with adjacent authorities on a number of specific interventions it is proposed that these partnerships be strengthened and that a more holistic approach to addressing cross boundary travel issues be taken. The County Council has therefore prepared a Cross Boundary Travel Action Plan (See Annex N). This brings together an analysis of the main issues together with details of ongoing interventions and preliminary details of potential future interventions.

5.2 Trunk Roads and Other Strategic Road Links

5.2.1 The County Council is not the Highway Authority for all roads in North Yorkshire. Much of the strategic road network in the County is Trunk Road (see figure 2.3). The maintenance and management of these roads are the responsibility of central government through the Highways Agency (HA) (an executive agency of the Department for Transport). To most customers (road users) the distinction between Trunk Road and County Road is irrelevant. It is therefore essential that the service provided by the County Council and Highways Agency is as seamless as possible. Consequently, the Highways Agency was involved closely with the preparation of this Plan.
5.2.2 In addition to being a formal consultee (see P.81 of the Public Engagement and Consultation Report) throughout the implementation of LTP 1 and the preparation of LTP 2, the County Council and Highways Agency have held monthly liaison meetings. The scope of these meetings included both operational issues (e.g. progress on trunk road improvement schemes, major maintenance schemes) and strategic planning issues (e.g. de-trunking of the non-core network, LTP preparation). Additionally, the Council have worked very closely with different sections of the HA in developing various aspects of the Plan (e.g. Multi Agency Road Safety Strategy). This approach has worked well in the past and it is proposed to continue throughout the implementation of LTP 2.

5.2.3 The main elements of this partnership will be as follows:

- Continued monthly liaison meetings to address operational and strategic planning matters
- NYCC and HA membership of the York and North Yorkshire Road Safety Strategy steering group to oversee implementation of the Strategy
- Involvement of the HA in Service Centre Transportation Strategies that may involve issues relating to Trunk Roads
- Early liaison with the HA on any proposals likely to have any impact on the Trunk Road network followed by formal consultation
- Continued involvement of the HA in any Freight Quality Partnerships which impact on the Trunk Road Network (e.g. Selby and Sherburn)

5.2.4 Details of the main issues relating to the strategic road network are given below.

5.2.5 A1(T)/A1(M)

During the last 20 years, the Highways Agency (previously the Department of Transport) has successively upgraded sections of the A1 through Yorkshire to motorway standard. Currently (July 2005) there are three sections of the A1 that remain dual carriageway (D2AP) standard. The HA has improvements programmed, or under construction, that would complete the upgrading of the A1 through Yorkshire to motorway standard. Currently (July 2005) there are three sections of the A1 that remain dual carriageway (D2AP) standard. The HA has improvements programmed, or under construction, that would complete the upgrading of the A1 to motorway through the whole of North Yorkshire. Brief details of each of the schemes are given below.

A1(M) Ferrybridge to Hook Moor. The section of the A1(M) within North Yorkshire was opened to traffic in December 2005. There have been regular meetings between the County Council, the HA and their contractor throughout the construction period in order to secure the successful procurement of the scheme. Discussions are ongoing with the HA with regard to the de-trunking of those sections of the existing A1 that will remain as a County Road.

A1(M) Bramham to Wetherby. Balfour Beatty (BB) have been awarded an ECI contract by the HA to design and build the Bramham to Wetherby section which is in Leeds MDC area. This section is still important to the County as it is immediately adjacent to sections of the A1 through North Yorkshire. A Public Inquiry relating to the scheme was held in January 2006 and if the outcome is favourable the projected start date is Spring 2007.

A1(M) Wetherby to Walshford. This section of the A1(M) was opened to traffic in March 2005. There have been regular meetings between the County Council, the HA and their contractor throughout the construction period in order to secure the successful procurement of the scheme. As with Ferrybridge to Hook Moor, discussions are ongoing with the HA with regard to the de-trunking of those sections of the existing A1 that will remain as a County Road.
A1(M) Dishforth to Barton. The Highways Agency has appointed a contractor to undertake the design and construction of a three lane motorway with a projected start of construction in 2008 and completion in 2011. Plans were published for consultation in June 2005 and it is expected that the statutory orders for the scheme will be published in March 2006. The County Council are pleased that a junction with the A684 is proposed to the north of Leeming Bar which will allow connection to the County Council’s own proposed bypass of Bedale, Aiskew and Leeming Bar. The County Council is currently in discussion with the HA seeking to integrate the procurement and delivery of the Bedale, Aiskew and Leeming Bar Bypass with the upgrade of the A1. Such integration should lead to significant efficiency savings in line with the objectives of Gershon. Details of this scheme are set out in Chapter 11.

The County Council supports, in principle, the upgrading of the whole of the A1 through North Yorkshire to three lane motorway standard. The A1 (and M1 south of Leeds) forms the main north/south communications route east of the Pennines. It provides vital links between North Yorkshire and the South of England and onwards into Europe. It also provides the main route to the north east of England and Scotland. The A1 is therefore vital to the economic vitality of North Yorkshire and the wider economies of the northern regions of England and Scotland. Upgrading of the A1 through North Yorkshire will remove a number of bottlenecks improving safety journey time reliability and providing some extra capacity. Locally the improvements to the A1 in Selby District will assist with the regeneration of the former coal mining areas. Improving the A1 to motorway standard will also reduce delays due to planned events (road works etc.) and unforeseen events (accidents etc) and therefore limit the amount of inappropriate diversion of long distance traffic onto the County Road network.

In upgrading the remaining sections of the A1 to motorway standard, the County Council has requested that a service road for local and non-motorway traffic be provided similar to that constructed on the Walshford to Dishforth section and that proposed on the Ferrybridge to Hook Moor and Wetherby to Walshford sections. This will ensure that severance of local communities adjacent to the A1 is minimised.

The County Council will expect that the HA will work closely with NYCC to maintain the integrity of the County Road network and ensure that during construction of the motorway, diversion of traffic onto the County Road network is minimised.

A63(T)/A1041(T)

The A63(T)/A1041(T) corridor links the East Riding of Yorkshire and the Selby area of North Yorkshire with the A1(M) and the M62. Until 2004 the main bottleneck on these routes was the swing bridge and the town centre in Selby by the opening of Selby Bypass. In 2004 this bottleneck was removed. There remains, however, a number of smaller communities on the A63 which suffer from the effects and cause problems for of the trunk road traffic. Brief details are given below.

A63

The Highways Agency has stated that it does not intend to proceed with the de-trunking of the A63 until the full effects of the Selby Bypass and the A1 upgrading from Ferrybridge to Hook Moor on the surrounding road network are established. At that time, the County Council will become involved in discussions with the Highways Agency to agree the detail of the de-trunking. A particular concern is local demand for bypasses on the villages of Hambleton and
Monk Fryston on the A63 west of Selby. The County Council would expect these issues to be resolved before it would agree to a de-trunking of this section of the A63.

A63 Osgodby Bypass
Following the Public Inquiry in January 2004, the Secretary of State confirmed the statutory orders for the A63 Osgodby Bypass in May 2004. Subject to funding being made available, it is anticipated that construction of the bypass will commence in financial year 2006/07. As part of the overall package, the Highways Agency has agreed to fund traffic calming measures within the village of Osgodby itself. The Council support the provision of this bypass.

5.2.7 A64(T)
The A64(T) runs from Scarborough to Leeds via York and the A1. As detailed elsewhere in this Plan, the economy of the east coast of North Yorkshire is in need of regeneration. A key constraint on the economy of the east coast and some parts of Ryedale District is its geographical remoteness and the relatively poor transport links to the area. Details of a study commissioned to investigate potential methods of improving these links are given below.

The Economic Case for Dualling
In 2002, the local authorities in the A64 area together with regional partners commissioned consultants Steer Davies Gleave to analyse the impacts of peripherality on the economy of the coastal and remote rural areas of north-east Yorkshire, and to examine the potential benefits of upgrading transport infrastructure in the A64 corridor. The aim was to identify a preferred A64 corridor option in strategic terms, either road or rail based, to achieve the transportation and economic objective of the sub-region.

As a result of the findings of this study, which identified a road based solution as being the only one likely to result in the step change in benefits required, the Minister requested the Highways Agency to undertake a feasibility study on upgrading the A64. This study considered three options; York to Seamer on-line dualling; York to Malton on-line dualling; and partial dualling with single carriageway improvements. The study confirmed that all three options are economically justified. Furthermore, improving the entire section to dual carriageway standard would provide the greatest road user benefits and economic justification, in addition to optimising the wider economic benefits concluded in the Steer Davies Gleave study, which cannot be understated. The level of traffic flow predicted in the scheme opening year also indicated that dual carriageway improvement is appropriate.

The County Council is continuing to work very closely with the Highways Agency and other regional partners to identify the most economically advantageous route and press for its inclusion in the Highways Agency programme. This joint effort is focused on the need to identify the likely costs of landscape and archaeological mitigation measures which will be needed if the route is improved as proposed. This will require further detailed study work, the costs of which have been identified for consideration by the Minister. As a result of discussions with the Minister, it is hoped that, along with other local authority partners and the Regional Assembly, the DfT will be prepared to identify the necessary study funding.

• Rillington Bypass
Notwithstanding the outcome of the potential upgrade of the A64, the Highways Agency currently has proposals for a localised bypass at Rillington to the east of Malton. Whilst the County Council have some concerns about their environmental impact the
Council supports the HA’s proposals. Unfortunately, recent consideration by the newly constituted Regional Transport Board has indicated that this project does not address the regional transport priorities to any significant extent, and there is therefore little likelihood of it being included in the future programme for the foreseeable future.

5.2.8 A65(T)/A629(T) De-Trunking
The A65(T)/A629(T) corridor links West Yorkshire to Kendal via Skipton. The A65 runs along the western edge of the Yorkshire Dales National Park. It is a major tourist route and in the summer months takes local tourist traffic to the Yorkshire Dales and longer distance traffic to the Lake District. The A65 also carries significant numbers of quarry vehicles from the limestone quarries in the Yorkshire Dales. The A629, as well as carrying much of the traffic from the A65, is also a major commuter route from Skipton into the Bradford and Keighley area. Brief details of the major issues on these roads which are of relevance to the County Council are given below:

- A65 Improvements
  The A65 Gargrave, Hellifield and Long Preston Bypass proposals were included in the 15 improvement schemes on non-core routes withdrawn from the Government’s Roads Review programme during the review in 1998.
  - A number of studies have been undertaken on this subject. The most recent study concluded in 2005. Further reports considered minimum length bypass options and a ‘package of measures’ approach in the villages along the A65 as well as updating the original HA proposals. The more recent study concluded that economic benefits can be demonstrated from some minimum length schemes and also updating the HA scheme for Gargrave.
  - Revocation Orders for A65 Gargrave Bypass, Hellifield and Long Preston Bypass were published by the Highways Agency with a view to the route from Skipton to the County Boundary being de-trunked in the future. The County Council objected to the revocation orders on the basis that the Highways Agency should identify an alternative solution to resolving the issues of traffic through the villages and the associated funding of implementing such measures as a pre-requisite for proceeding with the revocation orders. A Public Inquiry into the revocation orders was held in February 2006. At the time of preparation of the LTP 2 the outcome of this Inquiry was not yet available.

- Greta Bridge to Stephen Bank
  The statutory orders for the Greta Bridge to Stephen Bank section were confirmed in March 2004 following the public inquiry held in September 2003. Tenders for this scheme have been returned to the Highways Agency and it is expected that work on site will commence in Spring 2006.

- Carkin Moor to Scotch Corner
  The statutory orders for the Carkin Moor to Scotch Corner section were confirmed in March 2004 following the public inquiry held in September 2003. Tenders for this scheme have been
returned to the Highways Agency and it is expected that work on site will commence in Spring 2006.

- Public consultation on the Stephen Bank to Carkin Moor Scheme were carried out in November 2003. At present no announcement with regard to a preferred route has been made. If and when this announcement is made, the County Council will seek to ensure through consultation with the Highways Agency that the integrity of the County Road network is maintained.

The County Council supports in principle these schemes recognising the need to improve the road safety record of the A66 and their importance to economies of the north west and north east of England.

The County Council has agreed with the Highways Agency the details of some minor highway works that will be required on adjacent County roads as a consequence of the first two schemes. These are expected to be let as a single contract and work is programmed to commence on site in Spring 2006, taking approximately 18 months to complete.

### 5.2.10 A19

The A19 between Selby, York and Thirsk was de-trunked and passed to the County Council in April 2003. The route forms part of the main link between Teesside and York. At the time of the de-trunking there were only two communities on the A19 in North Yorkshire which were severed by the road: the villages of Thormanby and Shipton by Beningbrough.

The A19 south of Selby connects to the M62 at Whitley Bridge. Following the opening of the Selby Bypass, local concerns were expressed about increased traffic using this route to the M62. The most severe impact is likely to be on the village of Burn which is bisected by the A19. Additionally, there is likelihood that the former Burn Airfield will be redeveloped by Yorkshire Forward as a major employment area. The County Council has developed a scheme to bypass the village of Burn and provide access to the development land on Burn Airfield. It is anticipated that a significant proportion of the funding and the programming of the scheme will be provided by Yorkshire Forward as part of the redevelopment of Burn Airfield. Should this funding not be forthcoming the County Council would need to re-assess their support for the scheme.

### 5.2.11 A59

The A59 County Road is an important trans-Pennine route linking York to the A1 and North Yorkshire to Skipton and north east Lancashire. The main route runs through the centre of Harrogate where the high volumes of local traffic mixed with the longer distance traffic leads to congestion problems throughout the day.

Over a number of years the County Council has successively improved the standard of most of the route to provide a single carriageway road generally built to modern standards. However, safety concerns remain with the A59 featuring in the latest AA EuroRAP report as a “persistently high risk route”. However, the report does recognise that the number of killed and seriously injured accidents has reduced.

A key section of the A59 where it crosses the Pennines at Kex Gill remains sub-standard. There is also significant potential for a major land slippage on this section which could close the road for a number of months. The County Council is working with the DfT on possible solutions to this issue.

### 5.2.12 A165/A171

This route forms a main link between Hull, the East Riding of Yorkshire and Teesside. The route forms an important link
between Teesport and the Humber ports as well as catering for large volumes of local and tourist traffic visiting the east coast resorts. As part of the first LTP the Council bid to Government for funding of a bypass of the village of Reighton on the A165 and for a Scarborough Integrated Transport Scheme to improve the A165 into Scarborough, provide park and ride facilities and associated traffic management. Both these schemes as well as dealing with local accident, environmental and congestion problems improve this strategic east coast link and therefore contribute towards local economic regeneration. Statutory procedures for both these schemes have been completed and the Council is awaiting final approval of funding for the schemes. It is hoped that construction of both schemes will commence during 2006/07.

5.3 Strategic Rail and Passenger Transport Issues

5.3.1 Rail travel is essential to the economic viability of the County. Not only does it improve accessibility for those without access to a car, but it allows those with access to a car to make a wider range of journeys and use their car less. North Yorkshire’s flourishing tourist industry means that if we are to constrain traffic growth on our roads then we have to offer longer distance travellers a viable alternative to visiting the area by car. Despite the importance of rail to the local economy, the Council has very little power and limited influence on the delivery of rail services and infrastructure. Rail services are now specified and funded through the Secretary of State for Transport and the Office of Rail Regulation (ORR). The Government through the Department for Transport is responsible for setting the strategy for the railways including the level of public expenditure and the key outputs to be delivered; while the ORR is independent of Government and its function in general is to provide economic regulation of the monopoly and dominant elements of the rail industry. This includes determining the level, structure and profile of charges levied by the infrastructure operator (Network Rail) and regulating its stewardship of the national rail network and also Open Access operators opportunities.

5.3.2 In order to have effective influence the Council is seeking to establish good working relationships with the newly formed rail industry. Rail networks offer more than passenger services. The transport of freight by rail is increasing and this reduces the number of HGVs which use the County’s roads.

5.3.3 Rail Franchises
Following a number of years of uncertainty, the three franchises through which services in North Yorkshire are provided have been renewed and offer the opportunity of service improvements in the next few years.

5.3.4 InterCity East Coast
The East Coast Main Line (ECML) provides high quality services to London from Northallerton, Harrogate, Skipton and Selby and also services between Scotland and Northallerton. This route is essential to the economic viability of the County. The Strategic Rail Authority (SRA) has recently renewed the Great North Eastern Railway (GNER) franchise to operate this route for between seven and ten years from 1 May 2005. Hull Trains, an Open Access operator, provides additional high quality services between Selby and London on this route. The Council wants to see additional stopping trains on longer distance services at Northallerton and Thirsk and is in discussions with Train Operators to achieve this.

5.3.5 TransPennine Network
The TransPennine Express network of services links the
east and west coast and is operated by First Keolis. There are six Transpennine stations in North Yorkshire. The County Council is working with the train operator to improve access to stations. At Seamer Station the Council will work with the Train Operator to increase the platform length which will allow much needed higher capacity rolling stock to be used. As with the ECML, a high quality and reliable TransPennine network is vital to continued economic growth in the region. High quality and frequent rail services to Scarborough are especially important in addressing the economic regeneration needs of the coastal areas identified in the Regional Economic Strategy.

5.3.6 Northern Franchise
A new franchise for the north east and north west of England was taken over by Serco/NedRail in December 2004. This franchise provides key links with adjacent conurbations as well as services on the rural rail routes in North Yorkshire. These include the Esk Valley and Leeds–Settle–Carlisle lines. In partnership with others, the County Council holds a place on the Board of the Esk Valley Railway Development Company (EVRDC) and it is expected that this membership will continue as part of the Community Rail Partnership (CRP) Development Proposals.

Improved rail links on the Esk Valley Railway to Whitby can make a significant contribution to overcoming the economic problems of the area associated with its geographical isolation. The Council will also work with partners to develop the potential of the Esk Valley Railway for facilitating sustainable tourism to the North York Moors and Whitby and as a tourist attraction in its own right.

5.3.7 West Yorkshire PTE
The Council is also working with adjacent authorities, notably West Yorkshire, where demand for travel is heavily influenced by the low cost of MetroCards. MetroCards are valid from stations within West Yorkshire and many people drive to these stations to take advantage of the fare discount. Improved rail services and capacity to West Yorkshire is likely to be especially important in encouraging modal shift away from private cars for commuters.

5.3.8 Rail Stations
There are 46 stations in North Yorkshire which are used by over 4 million passengers each year with Harrogate, Scarborough and Skipton accounting for over 50% of these trips.

In the past few years the Council has investigated the possible provision of the following stations. However, the likely funding available for rail schemes means that it is unlikely that further progress towards implementation can be achieved within the currency of the current LTP.

5.3.9 Crosshills
Work has been undertaken to identify potential passenger usage and a feasible location for the site. However, the provision of a station at Crosshills is closely linked with the issue of delays caused by the level crossing which is adjacent to the station site.

5.3.10 Bilton and Knaresborough East
Further work is being undertaken on these two sites as part of the Harrogate Line
Strategy which is discussed in more detail below.

5.3.11 Thorpe Willoughby and Cliffe
Considerable new residential development is planned in the Selby District, and a wish for new stations at Thorpe Willoughby and Cliffe has been made. Before these can be considered as serious options, formal studies of demand and viability would have to be made, particularly in the light of the September 2004 SRA publication, ‘New Stations: A Guide for Promoters’.

5.3.12 Route Studies
During the period of the first LTP the County Council investigated the potential for re-opening or increasing capacity on a number of rail routes. Details of these investigations and their potential for further development and implementation during the second LTP period are given below.

5.3.13 Malton to Pickering
The County Council has already commissioned two studies to assess the feasibility of re-opening this line, the last being in 2003 when the cost was estimated to be £22.7m. It is unlikely that funding will be available for this in the short term and no further work is planned.

5.3.14 Northallerton - Ripon - Harrogate
The County Council has completed an initial feasibility study which gave a positive cost benefit ratio over this section of the former Northallerton -Ripon-Harrogate route.

The consultant appointed to undertake phase 2 of the study which examined the engineering aspects and environmental impact estimates the cost for re-opening the line at between £45m and £50m, depending on the route chosen, and the site of the terminus in Ripon. The project will be kept under review as part of the Harrogate Line Officers Group (see 5.3.16). As with Malton to Pickering, it is unlikely that funding will be available to implement this scheme in the short term.

5.3.15 Skipton to Colne (in conjunction with Lancashire County Council)
A joint study was undertaken in 2003 by North Yorkshire and Lancashire County Councils to assess the feasibility and costs of restoring this link between North and West Yorkshire and East Lancashire. The study concluded that it was unlikely in the short to medium term that the re-opening of this route would be viable. As with the other two re-openings, funding is the main obstacle and no further work is planned at this time.

5.3.16 Harrogate Line
The County Council is an active partner in the Harrogate Line Officers Rail Group, which exists to promote and facilitate improvements to the Leeds-Harrogate-York rail line. Members of the group include Metro (West Yorkshire PTE), City of York Council, Harrogate Borough Council, Northern Rail, Network Rail and the Harrogate Chamber of Trade and Commerce.

In view of considerable passenger growth on the line, the County Council, Metro and City of York Council appointed Faber Maunsell to develop a Harrogate Line Route Strategy, which includes the potential for new stations; two in North Yorkshire at Bilton and Knaresborough East. This report was published at the end of 2003 and recommended that the frequency of trains on the line be increased. This requires the two sections of single track between Knaresborough and York to be doubled, and that signalling on the whole route needs to be upgraded to increase line capacity.

A consultant has been appointed to undertake phase 2 of the study to examine the technical and engineering aspects recommended in phase 1. Early indications from the consultants suggest that an alternative to upgrading signalling and doubling single line sections would be to acquire more rolling stock to increase train length and hence
capacity, in which case the platforms at some stations on the line will need to be lengthened. The outputs from phase 1 of the study have been used to inform the Harrogate and Knaresborough Integrated Transport Study.

Northern Rail and West Yorkshire PTE have secured funding from Yorkshire Forward to lease some additional trains which will enable longer trains to be operated on this route. The County Council has agreed to fund platform extensions at Weeton, Pannal, Hornbeam Park, Cattal and Hammerton to accommodate these longer trains.

5.3.17 Community Rail Development
The Government has recently published its "Rail Review" white paper which sets out its vision for rail services in the next ten years. It has also published the Community Rail Strategy and five rail lines in North Yorkshire feature within that programme. The Community Rail Strategy places emphasis on three key elements:
• Increasing usage
• Community Involvement
• Containment of Operating Costs

Community Rail lines within North Yorkshire are:
• The Esk Valley line between Whitby and Middlesbrough
• The Wolds Coast line between Scarborough and Beverley
• The Leeds–Skipton–Lancaster–Morecambe line
• The seasonally used line between Hellifield and Clitheroe
• The Knottingley–Goole line between Whitley Bridge and Hensall

5.3.18 Esk Valley Line
The Esk Valley line has been identified by the SRA (now DfT Rail) as a pilot project to demonstrate the Community Rail Development approach. North Yorkshire County Council welcomes this initiative and will be providing support for the Esk Valley Railway Development Company (EVRDC), which is a key contributor to the project. Modifications to the signalling at Grosmont are necessary to enable easier through working between the North York Moors Railway and the Esk Valley Railway into Whitby.

A £2.5m investment by Network Rail in February 2005 in which the last 2km of track into Whitby were renewed, now permits loco-hauled trains to operate into Whitby once more. Following restoration of the ability to operate loco-hauled trains into Whitby, operating efficiency at the station and line capacity would be improved by the installation of a run round facility in the station itself. This opens significant opportunities for the EVRDC to exploit additional tourist markets. In addition, the line would benefit from infrastructure improvements at Battersby to reduce overall journey times.

5.3.19 Wolds Coast Line
An active Community Rail Partnership (CRP) exists on the Wolds Coast line and has done much to promote awareness and increased patronage on the line.

5.3.20 Leeds–Skipton–Lancaster–Morecambe
A CRP has been established for the Leeds–Skipton–Lancaster–Morecambe line to build on the work done by the active Rail User Group. The CRP will work with the rail industry to maximise the use of limited resources, and increase awareness and patronage of this attractive route. The County Council welcomes the work being done to regenerate Bentham Station.

At present there is no CRP for the Hellifield to Clitheroe or Knottingley to Goole lines.

5.3.21 Private Rail Routes
Within North Yorkshire there are three privately operated rail routes which whilst primarily providing tourist services can make some contribution toward the wider transport issues of the local area. Brief details of these routes and potential developments are given below.
5.3.22 **Wensleydale Railway**

The Wensleydale Railway Company (WRC) secured agreement to take over responsibility for the Wensleydale line from Network Rail. This unique agreement ensured the restoration of passenger services in summer 2003. The County Council is working with the WRC to help to ensure that the project is successful.

The WRC have plans to put passing loops at Leeming Bar, Bedale and Constable Burton and a new platform adjacent to the main station in Northallerton. This will require the construction of a new South Curve to avoid a reversal movement and to avoid confictions with the National Rail Network.

There are longer term aspirations which extend to Garsdale at the west end of the route, and open stations at Scruton and Newton le Willows. Where appropriate, the County Council will work with the WRC to achieve these aims.

5.3.23 **Skipton–Swinden–Threshfield/Grassington**

A study of upgrading the freight only line between Skipton and Swinden to passenger standards and extending it to Grassington/Threshfield was made in 2002, but this did not show a positive cost/benefit ratio. The County Council does not consider that this is likely to be a viable project within the lifetime of this LTP.

However, the County Council will continue to support further work by the Embsay and Bolton Abbey Steam Railway to consider options for the installation of a junction on this line at Embsay in order to restore a fixed link between this railway and the National Rail network. This would allow through trains to work between Skipton and Bolton Abbey.

5.3.24 **North Yorkshire Moors Railway**

Whilst primarily a heritage railway, the North Yorkshire Moors Railway (NYMR) also carries large numbers of visitors into the North York Moors National Park, many of whom would otherwise add to the burden on the area’s limited road network. Following a trial operation in summer 2005, NYMR is trying to establish regular operation of through trains from their line to Whitby and the Esk Valley as a permanent feature. Signalling improvements at Grosmont would make this easier to achieve. Network Rail and NYMR are developing a scheme to improve the signalling at Grosmont that will make this easier to achieve. This scheme has the support of the County Council.

5.3.25 **Coach Services**

In the Council’s Bus Strategy it is recognised that there is an important role for longer distance coach services. These services are a significant factor in developing a growing and sustainable tourist industry. Through the development of service centre strategies we will identify where there is a need for improved facilities for coach passengers and ensure that the implementation programme makes provision to develop these.

5.3.26 **Community Transport**

In the short term, development of Community Transport (CT) services is likely to make the largest contribution to improving accessibility for people and communities who do not have access to more conventional means of public transport. The
Council, working in partnership with community transport providers and users, has adopted a Community Transport Strategy (available on request) which will build capacity within the voluntary sector to provide additional services. Details of the partnership working are included in Chapter 8.

The main elements of the Community Transport Strategy are:
- Increased CT provision
- A stable financial environment
- A CT support system
- Improved and/or new/better operational structures

The strategy aims to deal with all or some of the current un-met demands especially in remote and sparsely populated areas where conventional public transport is unlikely to be viable. Existing schemes, especially smaller ones that rely on volunteers, should be secured through a ‘passport to funding’, co-ordination with other providers and ensuring that stakeholders work with them to address problems of rural isolation in a co-ordinated manner.

There would be a need for a small number of larger CT organisations within the County. These organisations will:
- Take an entrepreneurial approach to transport provision (social enterprises)
- Provide technical, legal and operational support and advice
- Accredit CT providers who have reached and maintained minimum operational standards
- Disburse small grants to small independent CT providers
- Promote the effective co-ordination and integration of transport provision
- Organise and service an area wide CT forum, working with the RTP

Through the Council’s successful Rural Bus Challenge bids, it has been possible to help the voluntary sector build capacity in Harrogate, Ripon and Boroughbridge. In other areas the Rural Transport Partnerships have introduced successful initiatives such as ‘Wheels to Work’. It is the expansion and extension of schemes such as these which is going to help address accessibility problems in the County.

In 2004 the Council worked closely with Harrogate District Community Transport to develop a funding bid to Future Builders. Future Builders is a £125m fund that will deliver an increase in the scale and scope of the public services delivered by the voluntary and community sector (VCS). It will do so through making an investment in exemplars in VCS service delivery operating in three priority service areas. The emphasis will be on step change within front line service providing organisations so that they can deliver improved and sustainable services for users.

If successful the bid will provide a solid foundation for the future development of Community Transport in North Yorkshire.

5.3.27 Taxis
The role of taxis in helping to address accessibility is often under valued. They provide door to door flexible services when conventional transport is not available.

There are opportunities for taxi companies to provide ‘taxibus’ services allowing people to share the cost of journeys. The Council will work with providers to develop this type of service where appropriate. Taxi services are licensed by District Councils in North Yorkshire as in most areas there are differences between the individual licensing schemes. The
strategy for other transport services is directed towards delivering consistent high quality standards and the same principle should apply to taxi services. Quality of vehicles in terms of maintenance and accessibility and quality of drivers in terms of competence and customer care are basic requirements.

The Council will work with District Councils and taxi companies to promote an agreed level of quality standards.

- The Council will seek to ensure that more taxis are accessible to wheelchair users
- Through school transport tenders the Council will encourage the use of friendly fuels
- The Council is developing a driver and escort training programme for school transport contractors and will make this available to all taxi drivers
- The Council will help design and where appropriate provide taxi ranks which are safe for both operators and users.

5.4 Sea Ports and Waterways

5.4.1 Sea Ports

The County Council supports the Government’s initiative to take stock of how the port industry is set to meet the country’s overall needs in the longer term. It also supports the concept of a North European Trade Axis aimed at improving access to European markets.

We recognise that good access to and through the major northern sea ports, providing efficient movement of freight and people including tourists wishing to visit the County is vital to the regional economy, including that of North Yorkshire. There is a need to work alongside partners in ensuring that port growth is accommodated but at the same time, is set alongside appropriate route and capacity upgrades to ensure that any additional burdens placed upon the County’s transport network are kept to a minimum. To this end, the Council would actively seek participation in the development of port access or growth strategies for any of the UK ports highlighted in this section.

Within North Yorkshire port facilities have been in decline over recent years. The port of Selby now forms part of a wider regeneration initiative, the port of Scarborough now only handles pleasure boats and a dwindling fishing fleet and the future viability of the port of Whitby is uncertain. Consultation is being carried out by Scarborough Borough Council on proposals for a Whitby Marina Development and the future of the harbour. Additionally, although Whitby is a modern port capable of handling a wide range of cargoes, its location means that the surrounding road network now caters more for local traffic, including motor vehicle and pedestrian flows resulting from a supermarket opposite and an ever increasing amount of tourist traffic. Whilst not currently a significant problem in terms of congestion or road safety, the potential conflict between port and other traffic is an issue that would have to be addressed in the event of an upturn in the port’s fortunes.

The relative proximity of the port to the five other major ports referred to above, represents the most significant threat to Whitby’s future as an operational facility. Their success in attracting ever more freight means that if the port of Whitby is to have a future, it lies in being able to seek out and then exploit niche market opportunities. It is in this capacity that the Council has so far and will continue to provide the port of Whitby with assistance.

The decision will have to be made whether to continue helping Whitby identify new business opportunities, recognising the potential impact on the local road network or to accept the supremacy of the region’s major ports, acknowledging the comprehensive road and rail network and other infrastructure...
they benefit from. The latter being potentially a more attractive option, since this approach would arguably do more to effect modal shift.

Either way, it will be important to continue working closely with Scarborough Borough Council and alongside the port of Whitby in arriving at mutually acceptable solutions to the challenges highlighted above.

5.4.2 Waterways
The navigable waterway network in North Yorkshire includes the Selby Section of the Aire & Calder Navigation Canal and the River Ouse, which goes through York and up to the River Ure, connecting to the Ripon Canal.

Building on existing water freight movements like the rice traffic to Westmill Flour Mill at Selby and in conjunction with other stakeholders, including local business, British Waterways, and the City of York Council, the Council will continue to seek out potential new business and identify what exists for transferring any road-borne traffic to water. In order to facilitate this, and to protect remaining water freight assets, the Council will carry out an audit of water freight facilities in North Yorkshire.

5.5 Airports
In December 2003 the Government published a White Paper ‘The Future of Air Transport’. The paper set out a strategic framework for the development of airport capacity in the United Kingdom over a 30 year period. Whilst there are no airports located in North Yorkshire, there are a number of regional airports located close to the County. These airports generally serve local demand i.e. within the North East and Yorkshire and Humber Region. These regional airports, along with major airports like Manchester, which attracts passengers from a wider area, impact on travel patterns in and through the County.

Air travel has grown five fold over the past 30 years and is projected to be between two and three times the current level by 2030. Airports are particularly important for the development of regional and local economies. The Government wishes to encourage the growth of regional airports in order to support regional economic development, provide passengers with greater choice and reduce pressure on more over crowded airports in the south east of England.

The main conclusions drawn in the White Paper in respect of the North of England and of particular interest to North Yorkshire are:

- Significant growth at many airports in the North of England is anticipated and supported
- Plans to expand terminal facilities and extend the runway at Newcastle Airport are supported
- There is scope for extending both terminal facilities and runway length at Teesside Airport (Recently renamed Durham Tees Valley Airport)
- Additional terminal capacity and a runway extension at Leeds Bradford Airport are supported

The growth in air traffic, both passenger and air freight, will require development commensurate with the expansion of the airports. This will increase demand on the local transport network which will need to be managed to reduce the adverse effects this may have. Airport expansion will provide opportunities for new jobs in the region boosting the economy. For example, local employment could be generated in the food supply chain providing ground staff and passengers.

The recent emergence of ‘no frills’ services offering a new model of service provision has stimulated demand across the country and has been a particularly important factor in the growth that has occurred over the past ten years at many
regional airports. The no frills sector throughout the UK expanded from carrying fewer than eight million passengers per annum in 1998 to 35 million in 2002.

No frills services are currently operating from airports local to North Yorkshire. Passenger numbers at local airports are predicted to increase by 2030 as follows: [These figures are quoted as million passengers per annum (mppa)]

- Durham Tees Valley Airport from 0.7mppa to 4mppa.
- Leeds Bradford International Airport from 2.0mppa to 8.2mppa.

Further afield the following increases are predicted:

- Newcastle Airport from 4mppa to 10mppa.
- Humberside International Airport from 0.5mppa to 1.6mppa.

The Doncaster Finningley Airport, recently renamed to Robin Hood Airport Doncaster Sheffield, opened in 2005. This airport is approximately 40 miles south of Selby. Passenger numbers could reach 2.3mppa by 2014. As with all the airport developments there will be associated growth in support services and employment. Whilst a high proportion of new jobs would be based in the vicinity of the airport, others will be created in the Doncaster area. It is estimated that between 5000 and 8000 jobs could be created by 2012. Due to the close proximity to North Yorkshire this could affect travel patterns and traffic growth in the County. The County Council will engage with operators to explore public transport opportunities that provide improved accessibility.

The growth in vehicular traffic accessing airports and associated developments will have a significant effect on the County. The County Council recognise the need to ensure that airport development is properly linked to wider transport strategies and transport networks. To help manage traffic growth associated with airports the Council will continue to engage with operators to ensure these linkages are made.

The Government recommends airport operators maintain a master plan document detailing the airport development proposals. The master plans should include detailed proposals for surface access. The importance of airports is highlighted in the Northern Way Growth Strategy (2004) as a policy priority and the preparation of a Northern Airports Priorities Plan, defining the roles that each northern airport performs.

The County Council has engaged with Leeds Bradford International Airport and Durham Tees Valley Airport on the development of their respective surface access strategies. The Airports are being encouraged by the County Council to provide good public transport links for passengers to access the airports, hence reducing the number of passengers arriving by car.

The Council has worked closely with Leeds Bradford International Airport to encourage increased use of public transport by passengers and staff travelling to and from the airport. Over recent years there has been significant growth in the number of residents of North Yorkshire using Leeds Bradford Airport. In order to encourage greater use of public transport for this sector of the market, a subsidised bus service was introduced in April 2005 from Knaresborough and Harrogate to the airport. The subsidised service is jointly funded by the County Council, Leeds Bradford Airport and Yorkshire Forward.

Half hourly bus services have also been introduced from Leeds City Station to Leeds Bradford Airport. Whilst this service is outside the County, it has a positive impact in reducing car travel in North Yorkshire by enabling access to
the airport from the rail network. Further improvements are planned for public transport through quality bus corridors and in the longer term the airport operators and Leeds City Council have aspirations for fixed rail links and new roads providing improved access to the airport. The proposals for new roads will need to be given careful consideration by the County Council to ensure there are no adverse impacts on travel patterns and traffic growth on the cross-boundary corridors between the respective authorities.

A dedicated bus service has also been provided from Darlington Station to Durham Tees Valley Airport. Although outside the County, this has a positive impact on reducing car travel. During the period of the LTP 2, the County Council will continue to engage with airport operators and encourage further improvements to public transport links to the airports ensuring each service is marketed and promoted to encourage maximum usage of sustainable access to airports.

5.6 Road Freight

5.6.1 Lorry Routing and Parking

The Regional Freight Strategy states that over 50% of the 245 million tonnes of road freight movements in the Yorkshire and Humber Region each year has both its origin and destination within the region. The local road network plays a vital role in connecting freight origins and destinations with the strategic route network, and given the limited scope for large scale modal shift, road freight in North Yorkshire will continue to predominate into the life of LTP 2 and beyond.

Acknowledging the positive role that the lorry plays in sustaining local communities across North Yorkshire, and recognising that it will always take the line of least resistance, the Council must continue to facilitate essential lorry movements, but in such a way that recognises the sensitivities of the local environment and those communities that the lorry serves.

During the period of the LTP 2, the County Council will continue to engage with airport operators and encourage further improvements to public transport links to the airports ensuring each service is marketed and promoted to encourage maximum usage of sustainable access to airports.

5.6.2 The County Council will continue to use Freight Quality Partnerships (FQP) to bring parties together. These allow a flow of information between the different stakeholders, permitting all sides to understand each others needs and therefore reach realistic solutions. Settle is a good example of an FQP working successfully. An initiative recently agreed was the Settle Sleep Zone that prohibits quarry traffic from driving through the towns of Settle and Giggleswick at certain hours of the night. This has been reinforced by an experimental Traffic Regulation Order.

Taking an inclusive approach to its development, the Council will continue with our lorry routing strategy, to ensure that an appropriate balance is struck between the economic and environmental imperative. This work will also be co-ordinated with neighbouring authorities in order to ensure a consistent approach to lorry routing across authority boundaries. As a result of the Council’s active involvement in freight across the region, NYCC chairs the Road Freight Issues Group, which is one of the mechanisms for delivering the Freight element of the Regional Spatial Strategy. Taking a pan-regional approach to all freight issues, including lorry routing, the Council will ensure consistency across regions, the dissemination of best practice and benefits from the experience and knowledge of others across the North of England. The Council anticipates that intelligence gathered through the Freight Quality Partnerships will assist in the development of these routes.
following the result of extensive
dialogue with all stakeholders.
The County Council will continue
to develop FQPs as a
mechanism for conflict
resolution wherever the impact
of freight on a community is
highlighted as an issue.

5.6.3 Where planning permission for
new development is required,
the Council will require where
appropriate the production of a
Freight Travel Plan, encouraging
companies to examine the ways
in which they plan to move
freight and the associated
environmental impact. An
emerging example of this is
British Gypsum, which is
planning to haul 350,000 tonnes
p.a. of dissulphogypsum (DSG)
from Drax power station to their
factory in Sherburn in Elmet. This
plan covers both the need for
improved highway infrastructure
and more innovatively the
ongoing maintenance
implications of large volumes of
heavy traffic on rural roads.
Within the emerging Freight
Travel Plan are also details of
how the company will interact
with the local community.

5.6.4 Secure lorry parking facilities play
a vital role in allowing lorry drivers
to rest and take appropriate
breaks in order to comply with
drivers’ hours regulations. The
Working Time Directive is likely to
make availability of such facilities
even more important, especially
for long distance lorry drivers.
There are a number of examples
in North Yorkshire where the lack
of formal rest areas leads to the
use of inappropriate locations for
driver rest areas. The Council will
work with partners (including
District Councils and the
Highways Agency) to carry out an
audit of lorry parking facilities and
driver rest areas in North Yorkshire
(including trunk roads) and make
this information available on the
Council website alongside the
lorry routing database.

5.6.5 Mineral and Timber Extraction
North Yorkshire is rich in
minerals. Limestone is quarried
at locations throughout the
County. Deposits also exist of
clay, chalk, coal, oil and gas,
sand gravel, sandstone, silica
sand and gypsum, although not
all are mined at present. There is
also potash at Boulby on the
County’s north east border. The
County’s natural resources also
extend to significant forestry
assets, with a combination of
Forestry Commission woodlands
such as Dalby Forest (to the
east) and private woodland such
as Greenfield (to the west).
Quarrying and forestry provide
essential local employment, and
are key to the vitality of the rural
economy. Rural industries help to
keep the countryside alive and
prevent the towns from
becoming dormitory dominated
by holiday cottages and second
homes. However, the
transportation of timber and
aggregate does create problems.

5.6.6 For example, timber can often
be removed with the minimum
of disruption when in close
proximity to the A and B class
network, and its impact
therefore reduced. More often,
however, woodland is situated
adjacent to unclassified roads,
or occasionally, even away from
the road network altogether.
Where this is the case, the
impact of harvesting operations
on the minor road network can
be extensive, with numerous
historic examples of
extraordinary damage being
causd to the highway.
However, through improved
communication and co-operation,
this situation is changing. The
North Yorkshire Timber Freight
Quality Partnership established in
2004, for the first time provided a
forum for co-ordinating future
extraction plans with highway
maintenance regimes. The
Council intend to develop this
further by establishing functional
hierarchies in relation to the movement of timber. It will then be possible to increase the frequency of inspections and accelerate maintenance programmes on those parts of the network where timber is to be felled and extracted. This pro-active approach to engaging the timber industry, along with the use of dynamic tools like the functional hierarchy, will ensure that the risk of future highway damage is minimised and that no commercial forests are landlocked. It was clear from the experience gained during the life of LTP 1 with examples of extraordinary damage being caused to the minor road network by trucks extracting timber that a more pro-active engagement with industry was required.

5.6.7 Although a significant step forward, dialogue with timber transporters and the Forestry Commission is only part of the solution. The problem of how best to engage the private sector, which owns approximately 60% of woodland in the County, remains a key challenge which needs to be addressed. The Council will further develop the strong links that have been established with the Timber Transport forum and will continue to make maximum use of best practice from the experience in Scotland.

To further reduce the impact of timber and aggregate operations, the Council will, where appropriate, continue to encourage and promote rail freight as a sustainable option to road, building on the example of existing rail heads, such as that at Swinden Quarry for aggregates. It is also proposed to continue to investigate opportunities for particular flows to transfer to rail, such as the Cam Woodland project. For example there is potential for that part of Newtondale Forest adjacent to the North York Moors Railway to transfer to rail.

5.6.8 **Agricultural Vehicles**
The increasing size and movements of agricultural vehicles, for example tractors and trailers, cattle wagons, trucks delivering feed and problems relating to the seasonal movement of crops such as sugar beet into York, result in delay and wider impacts to other road users.

Nevertheless, the Council recognise that agriculture is a key economic driver in the County, and will continue to work closely with the industry and its representatives, primarily through the Service Centre Transportation Strategies to accommodate the needs of agriculture, whilst at the same time taking account of wider concerns.

5.7 **Sustainable Tourism**
*(Annex J)*

Tourism is a major economic driver for North Yorkshire, generating in excess of £900m per annum. However, visitors from overseas, and from outside the County, along with more localised tourist trips, place excessive demands on the transport infrastructure within the County.

It is estimated that there are in excess of 8 million visitor days to the North York Moors National Park and 12 million visitor days to the Yorkshire Dales National Park annually, contributing £191m and £246m per annum respectively to the local economy.
The importance of tourism to the economy of the County, and as one of the main employment sectors, was highlighted through the consultation process. In recognition of its importance to the County, access to recreation has been included in the Accessibility Assessment. This differs from other services being considered in that the need for access to recreation is for non-residents of the County.

However, whilst beneficial to the economy of the County, the influx of visitors to the National Parks, Areas of Outstanding Natural Beauty and coastal areas has the potential of degrading the very reason why the destinations are so popular i.e. the tranquillity and high landscape qualities of the area.

Similarly, the town of Scarborough is a significant seaside attractor in the UK, with an estimated 11 million visitor days annually, contributing £381.3m to the economy. Access to Scarborough is a major issue. The main access from the strategic road network is via the A64, which is heavily congested during the summer months. Running parallel to the A64 road corridor is the York to Scarborough railway line. The tourism sector is a major source of employment in the Scarborough area and maintaining good access to the coastal areas is important to the continued growth in this sector.

The spa town of Harrogate is a major conference and tourist attractor with an estimated 6.2 million visitor days per annum, contributing £234.1m to the local economy. The town is located close to the motorway network and is served by the Leeds–Harrogate–York railway line. However, key routes in the town suffer from high levels of congestion in peak hours.

The City of York is a major attractor for local, regional, national and international visitors with in excess of 5.1 million visitors per annum. Whilst the City is not located in the County, the interrelationship between visitors to the City of York and the rural areas of North Yorkshire needs to be managed to maximise the potential for growth in the tourist industry whilst ensuring there is minimal adverse impact on the environment.

The brief overview of the scale of the importance tourism has on the local economy and the consequential impact on transport within the County demonstrates the need to manage tourism reducing the adverse impacts whilst seeking to provide the environment that fosters growth in the industry.

It is evident that, whilst the Council has specific proposals for various towns and road corridors, a longer term strategy is required to influence and manage tourism traffic in order to ensure the growth in tourism is sustainable in the long term. Building on the experience of partners and stakeholders such as the two National Parks for example through initiatives such as the Joint Promotions Initiative (JPI), the County Council has worked with its partners to produce a set of measures aimed specifically at supporting growth in tourism in a sustainable way, which is consistent with and supports the shared priorities. The promotion of cycling, walking, horse riding and the use of public transport to reach destinations are key initiatives identified by partners to support the growth of tourism in a sustainable way whilst also contributing towards health improvement. Annex J, Transport and Sustainable Tourism measures sets out these supporting initiatives.

Cycling, which has the potential to make a significant contribution to the development of an integrated sustainable tourism network, will, in the main, be introduced through Service Centre Transportation Strategies. However, in isolation, they may not fully address the transport and tourism potential that can be gained from introducing and
promoting longer distance/national cycle routes. As such, a wider perspective and complementary approach also needs to be taken.

Facilitating cycling for any purpose i.e. including leisure and tourism (not just utility journeys) will also contribute towards modal shift when appropriately managed, as well as addressing the sustainable tourism agenda.

During the lifetime of LTP 1, the opportunity was taken to develop partnerships with organisations involved in establishing a network of routes on a county wide basis. Whilst the Council have engaged with a number of organisations, a close working relationship has developed with several key partners to deliver some specific initiatives. These include:

**The National Byway**

This is a sign posted leisure cycle route around Britain that utilises lightly trafficked and rural lanes. The route, which enters North Yorkshire north of Richmond heads south towards Knaresborough and then turns east towards Foxholes, was introduced during 2004.

The County Council contributed 50 per cent of the total cost of the signage associated with this route.

Sustrans, the sustainable transport charity, focuses on projects to encourage people to cycle, as well as walking and using public transport, in order to reduce car dependency and the negative effects of motor vehicles.

Working with Sustrans, the County Council has made significant progress in delivering elements of the National Cycle Network during LTP 1. The Council is keen to continue this work where funding permits and acknowledge the benefits of contributing to this countrywide initiative. The Council will continue to explore how local and longer distance routes can be introduced in conjunction with one another. The County Council hopes to capitalise on initiatives such as this during the lifetime of LTP 2 and exploit these opportunities to maximum effect.

Early discussions with Sustrans have revealed their continuing desire to continue to implement the National Cycle Network routes in North Yorkshire, including the development of a number of new routes.

The County Council will continue to work with Sustrans to investigate the potential for these routes. However, significant funding would be required to implement them. Therefore, it is essential that the case for implementation of any of these routes can be fully justified in terms of its contribution to the LTP 2 Objectives and the Shared Priorities as well as addressing the sustainable tourism agenda, if it is to receive LTP funding.

Other Opportunities that the County Council has been involved with include facilitating longer distance journeys such as bike/bus initiatives. They improve accessibility to leisure and tourism whilst reducing the need for car trips into sensitive areas. Where possible the Council will continue to support and encourage other similar initiatives that may arise.

Other initiatives to be investigated will include improving transport interchange facilities. For example, providing secure cycle lockers at rail stations or helping to establish projects that facilitate the carriage of bicycles on buses.

Other Key Stakeholders include partners in the North York Moors and Yorkshire Dales National Park Authorities. The Council proposes to add to and develop the Cycle Plans for the National Park areas in 2004.

The routes contained in the Plans supplement those already in place that have either been developed directly or are being supported by the National Park Authorities in conjunction with the County Council and other bodies.
In all cases when planning cycling routes, other vulnerable road users, in particular horse riders, will be considered to ensure they are not disadvantaged by the creation of such facilities.

The County Council aims to develop its relationship with the national parks and other key stakeholders even further through the continuation of the work commenced in the development of the transport and sustainable tourism measures for LTP 2. The Council has identified that through fostering and developing these partnerships, there is significant potential to exploit the respective strengths and this is outlined further in Chapter 9 Partnership Working.

The extensive Rights of Way network in the County, comprising some 10,500km of local rights of way, is comparable in length to that of the County’s road network. This is a resource that has significant potential to complement cycle routes within the adopted highway and contribute to the aspirations of a fully integrated network that provides a seamless link between the two and supports the continuing development of the sustainable tourism initiatives.

The Rights of Way Vision Statement includes aspirations to build on the existing network for the benefits of sustainable tourism and offer a genuine alternative to the private motor car for at least some if not all of the journey. In order to achieve this vision and also to meet the wider aspirations of the Vision Statement (as well as the statutory obligations), the Council is continuing to develop the Rights of Way Improvement Plan (ROWIP) that will ultimately be fully integrated with the County Council’s LTP.

In addition to the contribution of the development of the Rights of Way network can make to the shared priorities of accessibility and reducing congestion, maintaining the integrity of and improving access to the network is also seen as important to the economy of the County.

Several key partners are involved in development and maintenance of the Rights of Way; the County Council (as highway authority with overall responsibility), Yorkshire Dales National Park Authority, North York Moors National Park Authority and agent authorities of Scarborough and Harrogate Borough Councils also have devolved responsibility as either ‘surveying authorities’ or for maintenance of elements of the Rights of Way network respectively.

Further information and the Rights of Way Improvement Plan position statement are included as Annex K.

Initiatives have also been identified to promote the use of public transport as a means of accessing tourist destinations. For example, one of the measures is aimed at improving accessibility through the provision of frequent and reliable passenger transport that benefits both visitors and residents, providing a viable alternative to the private motor car.

Annex J, ‘Transport and Sustainable Tourism Measures’ sets out these supporting measures.
Chapter 6 – Shared Priorities Initiative (Annex D) Toolkit of Measures

6.0 Introduction

The Local Transport Strategy, as summarised in Chapter 2, details the high level strategy components aimed at delivering the Government and Local Government Authority’s Shared Priorities and the wider LTP 2 Aims and Objectives.

As a result, it does not include details of more specific measures and initiatives which the County Council and its partners can implement in order to achieve these Aims and Objectives. This chapter identifies those measures.

The measures have been organised into a ‘toolkit’ for each of the transport Shared Priorities. The toolkit is intended to address particular issues or problems that will be identified primarily through the Service Centre Transportation Strategies (Chapter 4), or at a countywide level (Chapter 5). The most appropriate combination of measures will be selected in order to develop a detailed implementation programme.

Indeed, it is the integration of the hard with the soft ‘Smarter Choices’ type measures (as set out in the Governments ‘Making Smarter Choices Work’ document) that will be so important in ensuring that the benefits in terms of freed up road space for example are not lost to additional car use and suppressed demand. The packaging of measures described in Chapter 4 should therefore provide a valuable contribution to the achievement of the Shared Priorities and wider objectives such healthy lifestyles, reduced greenhouse gases and long term modal shift.

The Council’s Environment Objective includes the Shared Priority for Air Quality to include impacts such as noise and climate change, and a fifth toolkit has been included, reflecting the importance the Council places on developing the County’s economy, and the role that it can play in maintaining sustainable local communities across North Yorkshire.

In selecting the most appropriate toolkit measures, the Council will consider the needs of different types of highway users in order of the Hierarchy of Users adopted by the County Council as part of LTP 1, namely:
- Pedestrians
- Cyclists (and other vulnerable road users)
- Public transport users
- Private motorised transport users

As previously stated the implementation of any toolkit scheme or initiative, especially major infrastructure schemes, will be accompanied by targeted publicity and travel awareness campaigns.

6.1 Value for Money

The County Council recognises the importance of identifying ‘the best value for money solutions’; a key element of which is the need to make best use of existing transport services and infrastructure. This will be one of
the guiding principles for LTP 2. This chapter sets out, broadly in priority order, the kinds of measures that will ensure the most effective and efficient use of infrastructure. New infrastructure and services will only be provided where existing provision is insufficient.

Measures for public transport improvements, in particular bus transport are also key to delivering value for money, and although the Bus Strategy (Annex E) and Bus Information Strategy (Annex F) explain this in more detail, the importance that the Council place on public transport is also reflected in this Chapter. Alongside public transport, the potential for walking and cycling to deliver effective and value for money solutions is also significant. This too is reflected in the toolkit.

Whilst included under individual Shared Priority headings, it is important to recognise that each toolkit measure will often contribute to a lesser or greater extent, to other Shared Priority and LTP objectives, or indeed potentially work against them. Although selection of the right combination of measures to balance competing objectives will be considered in greater detail through development of individual Service Centre Transportation Strategies, Table 1 in Annex D provides a visual representation of each measure in the toolkit, illustrating the extent to which they contribute to the Shared Priorities and LTP objectives.

6.2 Accessibility

Improving transport services, particularly alternatives to the private car, is an important element of improving access to the Key Services (Education, Health, Food, Employment and Recreation). In the longer term it is likely that the Council’s focus will be increasingly on measures aimed at improving the local delivery of these Key Services. The measures included in this section of the toolkit tend to be primarily aimed at either providing these transport improvements or improving how and where the Key Services are delivered.

Ranging from short to long term measures, the toolkit is an appropriate mix of demand and supply solutions, from increasing the availability and attractiveness of public transport to interventions that reduce the need to travel; which includes measures to improve the local delivery of goods and services (e.g. mobile shops and libraries, and peripatetic GPs).

Whilst large scale improvements in accessibility and reductions in social exclusion through the planning process will only be significant over the 20 to 30 year horizon, incorporating accessibility principles into the emerging local development frameworks and the planning system will provide a crucial link between transportation and land use planning.

Some examples of the measures included in the Accessibility Toolkit are given below.

6.2.1 Accessibility Toolkit

- To encourage more multi-use of transport (e.g. co-ordination of social services transport with hospital patient transport services and passenger transport services).
- To encourage mobile delivery
6.3 Safer Roads

The key measures available to address road safety issues will remain the traditional approach of Education, Enforcement and Engineering. Along with the Service Centre Transportation Strategies, the key delivery mechanism for making North Yorkshire’s roads safer, will be through implementation of ‘95 ALIVE’, which is the Action Plan of the York and North Yorkshire Road Safety Strategy.

Traditional engineering schemes such as highway improvements and traffic calming whilst effective in reducing casualties are often expensive. The Safer Roads Toolkit will seek appropriate education and enforcement measures before implementing the engineering measures.

These measures are often targeted at particular high risk groups such as motorcyclists, school children and new drivers. Enforcement measures can also be useful in addressing the safety issues arising from conflict between different road users. For example, the conflicts between vulnerable road users (e.g. pedestrians, cyclists and horse riders) and high speed or heavy traffic, can be addressed by the imposition of speed limits or weight restrictions.

In addition to the traditional road safety measures, those measures explained under the other Shared Priority headings such as Accessibility and Congestion that reduce the need to travel will also contribute indirectly to the Safer Roads objective.

6.3.1 Safer Roads Toolkit

- To carry out seatbelt awareness campaigns for school transport services. Pupils on school buses rarely wear seatbelts. A campaign aimed at pupils on contracted services will be introduced with the intention of reinforcing a culture of seatbelt wearing whilst on the bus to school.
- To continue with Theatre in Education plays targeted at ‘at risk’ groups (Young drivers aged 16 to 19 years are over-represented in the North Yorkshire casualty statistics). Theatre in Education plays deliver hard hitting messages to prospective young drivers on subjects such as speeding, driving under the influence of drink or drugs and the
importance of seat belt use.

• To continue and also enhance the Seat Belt Enforcement and Education Campaign aimed at improving in-car safety. The work is carried out in partnership with North Yorkshire Police and involves a combination of education and information at the schools, followed by high profile enforcement activity.

• To continue to introduce traffic calming schemes to address accident problems associated with inappropriate or excessive speed. (Measures will be introduced that aim to address specific accident problems mainly associated with inappropriate or excessive speed). Schemes may range from the introduction of gateways to highlight the entrance to a village through to an area wide traffic calming scheme involving vertical traffic calming features in the form of road humps or speed cushions.

• To continue with a countywide programme of Local Safety Schemes. By maintaining a countywide local safety scheme programme the Council can ensure that safety improvements are targeted at those locations with the worst accident record.

6.4 Environment

The Council’s Environment Objective includes the Shared Priority for Air Quality. This toolkit incorporates measures that will address the wider environmental impacts of transport. They range from local impacts such as air quality, noise and community severance to global impacts such as the effect of transport on climate change, and include less tangible effects such as aesthetics and visual intrusion. Detailed below is a list of the impacts, which the Environment Toolkit is designed to address:

- Noise (and vibration)
- Air Quality
- Climate Change
- Visual Intrusion

Measures detailed in the other toolkits, which are specifically designed to influence the flow, composition or speed of traffic, through reducing the need to travel or modal shift, will all have a positive effect on reducing environmental impacts of traffic. However, some examples of the measures which will have most effect in reducing the environmental impacts of traffic are detailed below:

6.4.1 Environment Toolkit

- To introduce alternative and diversionary routes. At appropriate locations traffic management measures like alternative and diversionary routes that seek to re-route traffic from the parts of the network that are most congested and suffer from poor air quality can have a beneficial effect on air quality.
- To utilise low noise road surfacing systems. Tyre generated noise can be a significant problem for residents living close to the roadside. Although its
provision is expensive, where appropriate, the Council will introduce low noise road surfacing materials in order to mitigate the impact of noise on local communities.

- To continue to introduce 20 mph zones and limits. 20 mph speed limits can be introduced either with or without additional traffic calming measures depending upon the existing speed of traffic. Though primarily aimed at safety, speed reduction techniques have a direct beneficial effect on pollutants such as carbon monoxide and also carbon dioxide, including traffic noise.

6.5 Congestion

Congestion is not generally a problem in most of North Yorkshire. However, in order to address the congestion that does occur, to ensure it does not increase and to secure a more efficient use of the road network generally, a congestion toolkit has been developed. Some of the key measures to meet the requirements of the new Network Management Duty are therefore integrated into this toolkit.

The measures included in this element of the Toolkit are primarily aimed at reducing traffic flow, either through modal shift or reducing the need to travel. Soft measures will play an increasingly important role in achieving the objectives.

6.5.1 Congestion Toolkit

- To encourage the development and implementation of School and Workplace Travel Plans to reduce dependency on the motor car and to reduce the need to travel.
- To promote local goods and services with an emphasis on local sourcing, the overall distance that goods are moved will be reduced, as well as the distance that people travel to access locally sourced products. This will help reduce congestion and contribute to wider safety and
environmental objectives.

- To introduce bus priority at key locations. Bus priority improves the efficiency and attractiveness of public transport for passengers through improved journey time reliability.
- To introduce alternative and diversionary routes at appropriate locations. Traffic management measures that include alternative routing arrangements seek to re-route traffic either from planned temporary works or parts of the network that are more regularly congested and suffer from poor air quality can have a beneficial effect on congestion, air quality and improved journey time reliability.
- To increase rail capacity and improve services on key commuter routes cross-boundary travel, particularly commuter travel is a major issue to the West Yorkshire conurbations, Teesside and York. Peak hour traffic flows to and from North Yorkshire contribute to congestion, impacting on journey times and accessibility.
- To build new road infrastructure. Where implementation of measures that seek to make best use of existing infrastructure are insufficient to solve a particular problem, construction of new road infrastructure will be considered.

6.6 Economy

The Local Transport Strategy recognises that although transport in isolation cannot ensure a prosperous economy, good transport links are a vital ingredient to the sustainability of the communities.

The Economy Toolkit includes wider measures that contribute to a successful North Yorkshire economy as well as more focused measures designed to stimulate individual local economies.

6.6.1 Economy Toolkit

- To work in partnership with the Tourism industry to develop tourism without traffic through implementation of the Sustainable Tourism Strategy. Unrestrained tourism can damage the very environment, which thousands of visitors to the County frequent each year. Through effective partnership working, the Council has established a Sustainable Tourism Strategy, which seeks to facilitate the growth of tourism so benefiting the rural and coastal economies in North Yorkshire in such a way that minimises the impact of traffic.
- To strengthen the links to the region’s ports and airports. The region’s ports and airports are the gateways to the global economy upon which industry and the freight sector rely. Coupled with the significant growth in recreational travel, this increasing demand is placing ever greater burdens upon the road network. The need for effective and sustainable links to these facilities is essential.
- To build new road infrastructure. The Council recognise that in appropriate circumstances, the building of new roads can have a positive impact on regeneration benefiting the local and wider economy. It can also alleviate communities of traffic impacts such as noise, road collisions, road danger and air pollution, whilst simultaneously improving travel times for essential freight and other motor vehicle traffic further contributing to the economy.
7.0 Maximising Value for Money

7.0.1 The County Council fully recognises the need to ensure that best value is achieved from the money provided by the taxpayer, local communities and any other sources. The LTP 2 guidance defines value for money as "the most rapid progress towards the full range of local targets and objectives, per unit of spending".

To achieve this value for money, the Council need to ensure that any scheme or initiative funded from the Integrated Transport Block Allocation makes the maximum possible contribution towards the LTP Objectives. Additionally, should any element of the scheme change (e.g. costs, size, design) the Council must ensure that the scheme continues make a significant contribution to the LTP Objectives. To achieve this, the Council has developed a new, objective based approach to scheme prioritisation. This chapter sets out details of the new prioritisation system and how it will be applied to maximise value for money from LTP funding.

In seeking to achieve this ‘value for money’ the Council will also contribute to meeting the recommendations set out in Sir Peter Gershon’s review of public sector efficiency. This supplements the County Council innovative approach to procurement (see Chapter 8) and operates alongside the new approach to scheme identification (see Chapters 4 and 5).

7.0.2 In implementing the first LTP the Integrated Transport Capital Budget was allocated to transport modes or themes (e.g. Public Transport, Cycling and Safety). The schemes identified under each of these categories were prioritised based on a set of criteria specific to that category, for example safety schemes were prioritised based on the number of injury accidents and the cost of the scheme.

The success of the second Local Transport Plan will be judged on the progress made towards reaching the LTP 2 Objectives. Progress will be assessed against a number of measurable, outcome based Targets and Indicators which directly reflect the seven LTP Objectives (Accessibility, Safety, Environment, Congestion, Quality of Life, Economy and Efficiency) and especially those relating to four Shared Priorities [Accessibility, Safety, Air Quality (Environment) and Congestion].

To achieve maximum efficiency it is important that resources are targeted at those schemes and initiatives that provide the maximum contribution to the LTP 2 Objectives (and therefore the Shared Priorities) per unit cost.

7.1 Application

7.1.1 The first stage in the delivery process is the identification of schemes and initiatives that will be assessed and prioritised based on how they contribute to achieving the Council’s Vision, Aims and Objectives. Schemes and initiative may be identified by many means. The four main methods are detailed below:

1) Service Centre Transportation Strategies (Chapter 4)

The preparation of Service Centre Transportation Strategies (SCTS) will become the main means of identifying transport related issues and solutions on a local basis. When engaging with local people and other stakeholders the process will be guided to identify those schemes and initiatives that would most contribute to the delivery of the shared priorities. Full details are given in Chapter 4.

2) Strategic Schemes (Chapter 5)

In addition to the local interventions identified through the SCTS approach there are a number of more strategic issues which require
action. These may make a contribution to achieving the LTP Objectives at a Regional, Countywide or Sub-regional level. Further details are given in Chapter 5.

3) LTP 1 Schemes and Traffic Management Strategies
Many of the Aims and Objectives of the first LTP are similar to those now included in the second LTP. It therefore follows that many of the interventions to achieve those Aims and Objectives are similar. The County Council maintains a Reserve List of integrated transport schemes many of which were identified as part of Town Centre Traffic Management Strategies (TMS). As described in Chapter 4 the TMS approach is the precursor to the SCTS approach now adopted. Schemes included as part of these TMS’ (and other schemes on the Reserve List) will be re-assessed using the new scheme prioritisation system. Generally towns with an adopted TMS are included towards the end of the programme for the preparation of a SCTS. The inclusion and re-assessment of TMS schemes will ensure that important local issues in these towns can be addressed in advance of the preparation of the SCTS.

4) Ad Hoc
As stated above and in Chapter 4 it is recognised that the Service Centre Transportation Strategies cannot be completed for all Service Centres in the County at the same time. In order to ensure that important or urgent local issues are not neglected just because a SCTS has yet to be prepared, the County Council will continue to operate an ad hoc approach to scheme identification. For example, this may be used to address local high risk accident locations (see Annex C Road Safety Strategy), major local accessibility problems (see Annex B Accessibility Strategy) or ongoing and developing congestion problems (see the Congestion and Air Quality Action Plan).

7.1.2 Whatever the means used, schemes will be identified which seek to maximise outcomes from the delivery of the shared priorities (and other LTP 2 Objectives). Where necessary the prioritisation system described below will also be utilised at an early stage to identify the best (in value for money terms) of a number of different options for addressing a specific issue.

7.2 Objective Based Prioritisation System
7.2.1 All capital schemes and initiatives identified by each of the methods described above will be subject to an assessment to establish its relative contribution towards the delivery of the LTP Objectives and Shared Priorities. The assessment process is described below.

7.2.2 With the exception of safety, no quantitative values are determined for the individual components of the assessment, rather by comparing schemes on a qualitative basis, an assessment of their relative contribution can be made enabling them to be ranked. This assessment will take into account whether the relative contribution to the Objective is beneficial (positive) or adverse (negative).

The assessment of schemes or initiatives is essentially based on the DfT New Approach to Approval (NATA) for Major Schemes (more than £5 million). The NATA approach is very complex, time consuming and costly. As the size and cost of the schemes being assessed by the County Council is significantly less (typically between £1k and £250k) the approach adopted has been simplified to ensure that the input required is proportional to the scale of the schemes
assessed. The total number of schemes expected to be assessed each year is in excess of 1000 of which typically over 800 are updated assessments and 200 are new schemes. The simplification is therefore also important given the number of schemes being assessed and will allow the effective and efficient operation of the system.

7.2.3 Examples of the factors taken into consideration are given below. This is by no means an exhaustive list.

- **Accessibility:**
  - Impact on non-car based journey times (e.g. improved or new bus routes/footways)
  - Provision of access through car clubs, relocation of services
  - Removal of severance
- **Safety:**
  - Accident record ranked by severity/vulnerable users/deprivation index
- **Environment:**
  - Noise reduction (e.g. reduced traffic volume/improved road surface)
  - Air quality (e.g. reduction of traffic volume/speed)
  - Heritage/landscape/streetscape/biodiversity
- **Congestion:**
  - Impact on average vehicle speed (traffic management/junction design etc.)
  - Removal of vehicles from the network (i.e. demand management, modal shift, cycle or pedestrian schemes)
- **Quality of Life**
  - Traffic Noise
  - Community Safety
  - Improved health
- **Economy**
  - Impact on the local or County economy.
- **Cost:**
  - Capital cost of scheme/initiative
  - Assessment of whole life cost of scheme/initiative

7.2.4 Each of the Objectives has been weighted in accordance with the Council’s priorities that have been determined through the public engagement and consultation carried out for the preparation of LTP 2 (see the Public Engagement and Consultation Report). This identified that the public and stakeholders regarded Safety and Accessibility as having the highest priority with Congestion, Environment, Quality of Life and Economy being seen as a lower priority in North Yorkshire. A key element of the new scheme prioritisation system is that the assessment is based on a realistic assessment of the ‘whole life’ cost of the scheme. Having determined the relative contribution each scheme makes to delivery of the Objectives, an assessment of this ‘whole life’ cost of the scheme is taken into consideration to provide overall ranking of the schemes. These rankings are used in determining the programme of expenditure of the Integrated Transport Block Allocation.

**BUILDING ON SUCCESS**

**Linking Rural Communities**

**Gate Helmsley to Stamford Bridge Footway/Cycle Track**

The village of Gate Helmsley lies 1.5 km west of the small town of Stamford Bridge. Gate Helmsley has a population of approximately 250 people but has no shops or other services in the village.

Stamford Bridge, which lies in the East Riding of Yorkshire, has a number of local shops, a library, a primary school, doctors and a number of employment opportunities.

Gate Helmsley Parish Council had requested that a footway be provided next to the busy A166 to allow people to walk between the two communities.

Following consultation with local people the County Council built a joint use footway/cycle track between Gate Helmsley and Stamford Bridge allowing people to both walk and cycle to access the facilities in Stamford Bridge.

The footway/cycle track is now well used by local pedestrians and cyclists and has been praised by the Parish Council.
7.2.5 It is however recognised that there may be a small number of cases where a scheme or initiative is not suitably assessed using this system (for example, high cost schemes such as the provision of new bus stations and rail infrastructure or regional, countywide and sub-regional initiatives). In these exceptional cases it may be necessary to depart from the ranking produced by the prioritisation system and to make a more qualitative assessment of the scheme priority. This qualitative assessment would still be guided by the schemes’ overall contribution towards the LTP Objectives and the Shared Priorities.

7.2.6 It is also recognised that the timing of delivery of schemes and initiatives may be influenced by other factors outside the direct control of the County Council. For example, the delivery of joint ventures with the private sector, public bodies, charities and other agencies, whilst being subjected to the assessment process to ensure value for money prior to committing resources, will need to take into account the respective timescales and priorities of the other parties.

Additionally, in considering the timescale for the delivery of capital schemes, due consideration will be given to dealing with all sections of the highway network in a comprehensive and holistic way to achieve maximum efficiency. For example, the timing of a scheme could be influenced by factors such as maintenance works, utilities’ programmes and works by private developers. The overall aim is to determine a programme that combines work on the network whenever possible, to ensure maximum efficiency and minimal disruption to all users of the network. As with the exceptional cases described in 7.2.3 above, the necessary flexibility will be built in to the programming of schemes and initiatives.

7.2.7 The process of identifying schemes based on their contribution to agreed objectives and then prioritising them based on their respective contribution (or adverse impact) per unit of cost enables the most effective schemes to be given the highest priority. This process should result in achieving optimum progress against targets taking into account the implications on future maintenance and other whole life cost issues. The prioritisation system also provides transparency and clear linkages between implementation of schemes and initiatives and achieving the overall objectives, aims and consequently the vision of the Council’s Local Transport Plan.

7.3 Feedback and Review

7.3.1 Following implementation actual outcomes achieved by each of the schemes assessed will be monitored against expected outcomes and the targets and annual milestones as described in detail in Chapter 11. The output from this monitoring will be used in two main ways:

- To identify areas where either the Council is on, ahead or behind target. The prioritisation system is designed to enable the relative weighting of the shared priorities to be adjusted to provide a degree of flexibility allowing the Council to ensure that appropriate schemes are implemented to keep the delivery of targets on course.
- To ensure that the types of schemes and initiatives being identified, programmed and implemented continue to make a real and measurable contribution to achieving the LTP Objectives and Targets.

The assessment process, including this feedback loop, is shown diagrammatically in figure 7.1.

7.3.2 In order to minimise abortive preparation and design costs, scheme prioritisation is normally
undertaken at a very early stage of the development. Inevitably the initial scheme evolves during the preparation and design process. For example, this may come about as a result of changes in size or scope of the scheme following public consultation, delays due to unforeseen circumstances or increased cost estimates as the design is refined.

7.3.3 The County Council will take a rigorous approach to managing the programme of schemes. In all cases should any element of the initially envisaged scheme change significantly, the scheme will be subject to a re-assessment using the prioritisation system. This will ensure that the final scheme still contributes to the LTP Objectives and Targets and does so to a sufficient extent to justify its cost. Should the scheme no longer achieve a sufficient ranking it will be necessary to revise the scheme, consider lower cost alternative measures or ultimately to discontinue the scheme. In each case account will be taken of any costs already incurred to ensure that abortive costs are minimised. Although often very politically sensitive this re-assessment and revision of schemes will ensure value for money from all the schemes and initiatives implemented.

Figure 7.1

- Contribution to Shared Priorities and other LTP 2 Objectives
- Whole Life Costs

Scheme ranked according to priority score

Schemes programmed in order of priority score to match budget

Scheme implemented

Outcomes monitored against targets
8.0 Introduction

In England, the Transport Ten Year Plan for Transport (DfT 2000) places highway maintenance as a priority for investment. Recognition of past under investment underpins an increased capital programme of works with the intention of minimisation of costs over time and reducing the disruption caused by works on the highway.

Key challenges for North Yorkshire include:

- Eliminating the maintenance backlog for local roads, bridges and street lighting;
- Halting the deterioration in local road condition by 2004;
- Eliminating the backlog by the end of the Plan period.

Details of the estimated maintenance backlog are identified in Annex G.

Since the level of funding required for its removal is not available, the key maintenance challenge is to reduce or halt the general rate of deterioration across the network, whilst minimising the maintenance backlog.

However, incorporating the maintenance function with the wider social inclusion and quality of life issues included in the LTP, and the establishment of the new Highways North Yorkshire structure (see chapter 9), has allowed better integration of transport functions and is achieving greater economies of scale, greater opportunities for efficiency savings and more productive use of resources.

Through a Formula Spending Share and Relative Needs Formula of circa £30m, the Council is able to carry out comprehensive reactive, routine and regulatory maintenance including providing a winter and weather emergencies service for the whole of the network. For example, dangerous defects are repaired within 24 hours, and other elements of work identified that require more minor maintenance repairs; all of which contribute to the Shared Priorities.

8.1 Programmed Maintenance (capital funding)

Through the capital funding allocation, a typical highway maintenance scheme incorporating carriageway, footway, bridge and street lighting improvement works will make a positive contribution to the LTP Objectives in the following areas:

8.1.1 Accessibility

- Maintain the integrity and continuity of the network;
- Reduce or remove surface, kerb and edging defects;
- Improve the ride quality of the carriageway, footway and/or cycleway surfaces;
- Reduce or remove the slipperiness of the surface;
- Improve the ease of use at night for all users.

8.1.2 Safer Roads

- Reduce or remove surface, kerb and edging defects;
- Reduce the length of carriageway with substandard skidding resistance;
- Maintaining (and where appropriate installing) street lighting to increase night visibility for all users, reducing the fear of crime and the risk of night time accidents;
- Improve safety by maintaining the integrity and location of safety fencing for vehicles, pedestrians and livestock.

8.1.3 Environment (LTP objective incorporating noise, air quality etc)

- Keeping traffic moving and maintaining general network...
BUILDING ON SUCCESS
Delivering the Service – Whatever the Weather
Winter 2005
An important part of our revenue funded Winter Service is to maintain essential access to remote communities during periods of extreme snowfall, which sometimes means removing snow drifts many feet thick.

The County Council has seven Ice Prediction Stations (IPS) and collects information from an additional three stations operated by the Highways Agency on the adjacent Trunk Road network.

In order to improve the quality of weather forecasting information the Council and its partners have researched the full extent of climatic domains and identified a total of 11 across North Yorkshire. The results will in the installation of additional IPSs that will further improve upon current forecasting that triggers preventative salting measures necessary to maintain safety and accessibility across the network.

During the life of LTP 2, we also intend to install cameras at some of the IPS on the more remote elements of the network so that users of the Council’s website can access the real time information.

efficiency through better information, planned diversions and alternative routes
• Reduce the effect of traffic noise by using modern thin surfacing with improved surface noise attenuation characteristics
• The use of proprietary or special cold mix materials (as opposed to traditional hot mix materials) will reduce production plant exhaust emissions into the atmosphere
• Reducing the need to transport materials over long distances through the use of in situ recycling techniques, decreasing both vehicle exhaust emissions and road noise

8.1.4 Congestion
Minimising the effect on users by:
• appropriate works planning and co-ordination to reduce works durations
• providing suitable diversions or alternative routes of an appropriate standard

8.1.5 Quality of Life
• Maintaining (and/or where appropriate installing) street lighting to increase night visibility for all users, reducing the fear of crime and the risk of night time accidents
• Prevent polluted effluent from highway drainage affecting watercourses
• Install energy efficient lamps to reduce energy consumption

8.2 Strategy Development
8.2.1 Highway Maintenance Plan
The County Council have recently approved a Highway Maintenance Plan which will be operational by 1 April 2006. The Highway Maintenance Plan contains policies for all reactive, routine programmed and regulatory maintenance activities, including Winter Service and weather emergencies, and identifies strategies for the development of the Transport Asset Management Plan (see Annex H). An important strategy of the Plan is the creation of a Network Hierarchy. The Transport Asset Management Plan will identify how the Council maintain the network on a day to day and long term ‘whole life cost’ basis, through both revenue and capital funding. This forms the foundation upon which all maintenance functions and
activities are based. Such activities include:

- frequency of highway inspections
- frequency and type of reactive, routine and regulatory maintenance activities (this will aid the further development of service standards, investigatory/intervention levels and fit for purpose operational specifications).

For operational and performance monitoring purposes, the Council undertake extensive Network Condition Monitoring surveys using several other consultants and contractors to provide specialist advice and assist with the delivery of the service.

Examples of this ‘top up’ service are as follows:
- Chris Britton Consultancy – pavement management systems
- EXOR – Infrastructure Asset Management Provider
- Data Collection Limited – pavement condition surveys
- Jacobs Babtie – pavement condition surveys
- Opus – Transport Asset Management Plan advice and training
- Met Office – Weather forecasting systems
- Viasala – Ice prediction systems

The resulting technical analysis data provides a valuable input into network condition modelling and allows the refinement of maintenance strategies, which contributes to the key objective of reducing or halting the general rate of deterioration across the network. At the same time, it also reduces the maintenance backlog and helps inform the scheme identification process.

8.2.2 Asset Management

The main benefit of Asset Management is in providing valuable information on the Council’s assets and their condition. The development of asset management and its ethos of whole life costing, options appraisal and economic assessment will ensure more efficient use of resources. It will also mean that maintenance schemes contribute more effectively to wider integrated transport initiatives. Progress towards a Transport Asset Management Plan (TAMP), and how it has informed development of LTP 2 is explained further in Annex H.

8.2.3 Fit for Purpose Specifications and Standards

An additional element in the formation of the Highway Maintenance Plan was the preparation of a highway maintenance specification and a surface course policy. It identifies the most efficient treatment option available for carriageways and footways to either effect renewal or extend operational life, thus delaying the requirement for more substantial and expensive renewal operations.

The development of a network hierarchy with associated specifications and standards will ensure standardisation across the network on roads, footways and cycleways within the same category.

8.3 Highway Maintenance Management Information Systems (HMMIS)

The Council has commenced production of a web-enabled HMMIS across North Yorkshire which will provide the catalyst for implementation of electronic data collection and analysis in support of:

- UKPMS (United Kingdom Pavement Management System – a system to optimise the performance of the highway network over time)
- reactive, routine and regulatory maintenance activities
• highway inspections
• streetworks register
• accident investigation
• bridges/retaining walls and other highway apparatus
• street lighting maintenance

It will also provide a useful database for the management of service enquiries, as well as allowing accurate and timely information to be made more readily available to the public on road works, temporary traffic diversions etc, which will mean more efficient use of the network.

8.4 Integrated Works Programmes

8.4.1 Routine and Cyclic Maintenance
The introduction of the HMMIS will increase the opportunity to better co-ordinate this work in conjunction with other maintenance programmes and integrated transport schemes and initiatives. Through the availability of condition/defect data it will also ensure more effective use of resources. Minor structural repair budgets in particular will be targeted at those isolated defects that would not otherwise be identified through UKPMS analysis but which still contribute to network condition performance indicators.

At the same time, the service centre transportation strategies will give the public the opportunity to identify elements of maintenance works as part of a more integrated approach to service delivery.

8.4.2 Structural Carriageway and Footway Maintenance Schemes
The Council intends to more actively pursue an appropriate asset management strategy as a consequence of the increased levels of funding. This will enable within the LTP 2 period a transition from a predominantly ‘worst condition first’ strategy to one with a bias towards preventative maintenance. This will be in the form of permanent structural patching and surface treatments (surface course renewal, surface dressing, microsurfacing and slurry surfacing). These are designed to improve structural integrity (structural patching), reduce the rate of deterioration (and also maintain in-service skid resistance performance). Additionally, the worst locations will be assessed for strengthening and reconstruction using economic assessment techniques, balancing the increasing cost of unscheduled repairs with the substantial cost of renewal.

In order to achieve and maintain this transition on a sustainable basis the Council intends to allocate some £1.2 million per annum to targeted structural repairs that will contribute directly to improving BVPI 187/223/224a/224b whilst progressing to theoretical surface treatment cycles for the Principal, Non-Principal Classified and Unclassified Road network of 10, 15 and 20 years respectively within the LTP 2 plan period.

As identified in the Reactive, Routine and Regulatory Maintenance commentary, it is highly likely that works identified by the Service Centre Transportation Strategies will place a higher priority on the phasing (programming) of Structural Carriageway and Footway schemes so that a more integrated service is delivered.

8.4.3 Structures Schemes
HMMIS will also be applied to the management of Structures on the County’s highway network. The use of the network hierarchy and extensive structures condition monitoring surveys within an overall asset management strategy will become the primary tools for planning the maintenance of all the structures.
The current structures works programme is based upon the detailed analysis of structures inspections which are subject to an objective ranking system. Development of the HMMIS Structures module will enable better analysis of the data and Bridge Condition Indicators (BCIs) to be calculated which would facilitate the generation of works programmes based upon whole life costs and economic assessment.

The overall structures works programme includes a plan for the repair and strengthening of retaining walls. Condition surveys (using the BCI method adapted for retaining walls) are being undertaken and analysed, the results of which are subject to an objective ranking assessment producing a prioritised list.

The Council intends to develop a works programme for the repair and replacement of Public Rights of Way bridges based upon a streamlined version of the inspection reporting system.

8.4.4 Network Rail Structures
Funding mechanisms within the first LTP enabled supplementary bids to be made for the additional cost for strengthening Network Rail Structures to facilitate highway network management duties that have to be met by the Highway Authority. This funding mechanism is no longer available. Network Rail has not produced a forward programme of their proposed works. This has prevented the County Council from including these works in its forward programme and hence the additional cost of this work. The Council is concerned that when Network Rail produce their programme of works these additional costs will impact upon the Council’s works programmes and affect performance improvements.

The Council understand that there are ongoing discussions between DfT and Network Rail regarding works programming and funding. It is hoped these discussions will result in the programme being agreed with Highway Authorities and the cost of this additional work being met directly by DfT.

The County Council is wholly supportive of this initiative and looks forward to entering discussions with Network Rail in due course.

8.4.5 Street Lighting
New roadway lighting is provided from LTP funding in the following locations:
- Adjacent to speed humps
- To illuminate build-outs installed as part of traffic calming measures
- On new mini roundabouts
- As part of a highway improvement project
- Adjacent to new traffic signals that have a pedestrian phase
- As identified in accident investigation and analysis which identifies lack of lighting as a potential contributing factor

The programme of replacement street lighting columns (for damaged or dangerous street lighting columns) is identified as a consequence of routine structural testing. This work is currently funded from non-LTP capital receipts arising from the sale of North Yorkshire County Council Capital Assets. The Council is committed to a 10 year replacement programme of defective concrete columns and has allocated £10 million over this period. In order to enhance the replacement programme, the allocation is front end loaded with £1.25 million per annum for the first five years.

The revenue street lighting budget of approximately £1.6 million per annum is directed towards lamp replacement, primarily in order to reduce energy needs by using low energy bulbs.

8.4.6 Combined Works Programme
Best Value requires that all services, including highway maintenance, should be managed so as to optimise their contribution to the Council’s Corporate and LTP Objectives.
The developed structural maintenance schemes will be considered in three stages:
- Identify the interaction between the service and shared priorities
- Where scope exists, to identify opportunities to add value to improvement programmes and integrated transport schemes
- To resolve potential conflicts to minimise disruption to network users and the local community

8.5 Innovation and Sustainable Development

8.5.1 Innovation
A tripartite Highways North Yorkshire innovation group comprising the County Council and the two partners (Mouchel Parkman and Raynesway Construction Southern) has developed an innovation register for the development of innovative solutions and application to highway engineering activities.

8.5.2 Sustainable Development Strategy
A Highways Sustainable Development Policy is currently being developed to support the Corporate Sustainable Development Policy. This includes operational systems for the client and service partners including the application of ISO 14001 environmental management systems are under development or in place. This will reduce the environmental impact of our activities and contain sophisticated systems for assessing and benchmarking progress.

The Council has identified the most significant environmental impacts and the extent to which they vary across the different service areas. For example:
- Energy usage is important for all companies. Key components are fuel for plant and the vehicle fleet and heating in the permanent and temporary site offices
- Resource usage and sourcing are increasingly important with the focus on sourcing of timber, aggregates and cement
- Waste generation is an issue in most companies, particularly inert material in the civil engineering businesses. All seek opportunities to recycle waste and to utilise recycled materials
- In some operations, the ability to work alongside sensitive environmental areas (e.g. SSSIs) is paramount; this will lead to the development of Biodiversity Action Plans

The relative importance of these issues varies significantly across the different partners each seeking to manage effectively those issues relevant to its business. A commentary on some of the key issues is included below:

Environment – Resource Usage
In order to further reduce environmental impact, the Council will focus on the sourcing of materials, increasing usage of renewable resources.

Supply Chain Assessment
We will also develop a supply chain assessment methodology to identify a more environmentally sensitive procurement procedure to address such issues as:
- Raw materials used
- Processes used in manufacture
- Amount of energy used and energy source
- Country of origin and whether concerns over safety or labour practices exist
- Any significant transport impacts
- Amount of packaging waste and whether it can be re-used or recycled
- Whether special handling is required
- End of life disposal problems
- Whether the product can be recycled

Waste
The goals for waste are to:
- progressively reduce waste generation
- encourage opportunities for
recycling waste and utilising recycled products
- progressively reduce disposal of waste directly to landfill

Measuring Waste
The Council will measure waste in three categories:

a. General waste e.g. off cuts and packaging
b. Hazardous waste Waste Care Of Substances Hazardous to Health (COSHH) materials and their packaging such as:
   - contaminated land removed on behalf of customers
   - materials such as redundant oils, inert material
c. Inert Materials generated entirely by the civil engineering businesses, e.g. sub-soils that are excess to requirements and unsuitable for the works required.

Recycling and Re-use
During 2005, a scrutiny committee conducted a significant review of recycling within the highway engineering industry and sought best practice advice from other organisations to assist the implementation of enhanced recommendations to increase the sustainable delivery of highway maintenance.

New practice will involve measuring the tonnage of material sent for re-use or recycling, including inert material, plastics, metals and paper.

Council practice regarding recycling and re-use is currently being reviewed with the intention of setting targets for increasing the volume of recycled materials used across the service and reducing the volume of material being disposed of to landfill.

In a bid to reduce the volume of maintenance arisings (waste material) being disposed of to landfill, we have invested in specialist software (‘Matter Tracker’) to better manage the handling of maintenance arisings.

In conjunction with improved planning techniques, this will more accurately identify and quantify a greater amount of materials suitable for recycling and re-use, with the remainder being appropriate for disposal to landfill.

Aggregates
Our highways projects generate significant quantities of inert material and require aggregates of various types. We will adopt creative approaches to sourcing of aggregates and the disposal of surplus materials.

The Council will set goals for resource usage, to:
- reduce the use of non-renewable resources through design and specification of materials
- encourage the sourcing of local materials

Given the increasingly limited supply of some aggregates and working closely with suppliers, the Council is investigating the potential use of previously unacceptable materials from existing sites; primarily to reduce the distance the material is carried, resulting in reduced environmental impact through fewer lorry journeys and reduced haulage costs and time.

With our suppliers, we are also investigating the potential use of marginal materials which may have previously not been approved when compared with current national/regional specification which, should it prove successful, maintain the presence of approved material sources within the east of the County, thus ensuring a ready local supply of material, further reducing the need to source unnecessarily from further afield.

Energy Reduction
As a member of the Lancashire Procurement Group, all current energy requirements are met from renewable energy sources such as electricity generated from the combustion of landfill (methane) gas and biomass generated from sewage treatment works. As markets develop, the Council will investigate further the potential to use energy generated by wind and water (tidal) power.
Chapter 9 – Delivering the Service

9.0 Introduction
Throughout the life of LTP 1, the County Council have demonstrated their ability to successfully deliver both integrated transport and network maintenance schemes. This has been recognised by Government with its continuation to award high scores for successive Annual Progress Reports.

The Council intends to continue and build upon its success in the delivery of LTP 1. The key theme for delivering LTP 2 is ‘efficient delivery through partnership working’.

This chapter sets out details of how the Council will deliver an efficient service, and hence contribute towards the efficiency savings identified in the Gershon review, both through internal organisation and working in partnership with other organisations. Efficient delivery of the service is crucial to all aspects of LTP 2, but in accordance with Government guidance this chapter focuses on a small number of key priorities (the four Shared Priorities).

Sections 9.1 and 9.2 set out how through innovative procurement methods and internal restructuring, the Council will improve the efficiency of its service delivery of both maintenance and integrated transport functions hence contributing towards the Gershon agenda.

Sections 9.3 to 9.8 explain details of the partnership working necessary to deliver the four Shared Priorities for Transport and other cross-cutting themes.

9.1 Procurement
9.1.1 North Yorkshire County Council has adopted the principles of Re-Thinking Construction to deliver services efficiently and in line with Government guidelines.

The Council has entered into two major partnering contracts, firstly with Mouchel Parkman in 1999 to provide professional design services and secondly with Raynesway Construction Southern (RCS) in 2002 to provide the Highways Term Maintenance Contract.

In addition to the above, contracts have been commissioned through a select list of contractors in order to provide benchmarking on both cost and quality of the service provided.

The above policy has been effective in achieving the delivery of schemes promoted through LTP 1 and it is intended to introduce further work packaging to achieve the necessary Gershon savings.

9.1.2 Major schemes are procured on the basis of early Contractor Involvement (ECI) in line with the Highways Agency’s adopted procurement strategy. For example, the tender awarded to Skanska UK Ltd for the Scarborough Integrated Transport Scheme included incentives to achieve target costs below the scheme budget. This has resulted in low fee percentages, high quality submissions and the agreement on target costs which, should the scheme achieve final approval, will result in delivery below budget.

9.1.3 The overall result of the procurement strategy has been to involve partnering on all contracts achieving better, more cost effective delivery through team working with incentives for performance.

9.2 Highways North Yorkshire
9.2.1 Throughout the first LTP, highway and transport services in North Yorkshire have been provided primarily through two units individually delivering integrated transport services and highway maintenance/management. Locally, the highway maintenance functions have been delivered through seven
offices whilst integrated transport functions have been delivered through four local offices and headquarters at County Hall.

In order to focus the service on a holistic approach to local delivery and customer engagement, the organisational structure for delivering Highways and Transportation functions has now been reviewed and a new integrated staffing structure introduced in October 2005. This will co-ordinate network strategy and provide specialist advice from the centre and deliver the whole service through seven local offices. The local offices will align with District Council and County Area Committee boundaries to ensure clarity of approach for the public and other stakeholders and provide a single point of contact at an appropriate local office. In addition, the contracting and consulting operations will also be co-located at the seven local offices ensuring that Highways North Yorkshire can deliver all highway services as efficiently as possible.

9.2.2 The proposed organisational structure comprises three units; Integrated Passenger Transport, Network Strategy and Highway Operations (local service delivery). Integrated Passenger Transport draws together various services such as public transport, bus and rail, Education, Social Services, Community and healthcare transport. Network Strategy provides a strategic approach linking both Integrated Passenger Transport and Highway Operations. The unit has three main groups covering highway asset management, traffic management and road safety, transport and land use strategy. The structure was developed with close working links between all units and groups.

Since the externalisation of the highway contracting service in 2002, a tri-partite partnership has been developed with Raynesway Construction Southern (RCS) and Mouchel Parkman (MP). Collectively, NYCC, RCS and MP deliver highway services as Highways North Yorkshire (HNY).

9.2.3 This arrangement will allow the County Council to benefit from its size by being able to retain specialist staff whilst still being responsive to local needs. Central staff will be able to provide specialist technical advice as and when necessary whilst local staff will have greater empathy with their customer, a better local knowledge and be able to provide a more responsive and assured service across all aspects of transport thus delivering tangible benefits to customers.

The new co-located structure has been designed to provide the flexibility across the County that will accommodate the fluctuating workload around the County that may develop from the scheme prioritisation system described in Chapter 6. The new structure also addresses the Gershon agenda through streamlining service delivery, sharing premises and staff with partners and improved communication resulting in reduced waste, improved quality, greater ownership of the service by staff and partners and an increase in productivity within financial targets and on programme.

9.2.4 The existing contract with Mouchel Parkman for consultancy services draws to a close in 2006. The re-tendering of the contract is currently being developed with consideration to the possible extension of market testing into other areas of the service. This process will be complementary to the restructure of the NYCC client structure and will accommodate the co-location at local area offices.

In order to further facilitate the uniform delivery of highway services across North Yorkshire, discussions are taking place with both agents, Harrogate and Scarborough Borough Councils, to develop the existing Agency Agreements into more flexible partnering arrangements that can better accommodate fluctuating workloads.
To further address Gershon efficiency and provide more effective services, a review of the County Council operational depots is underway.

The review is focused on rationalising Council assets held in property and creating more appropriate frontline facilities. This will provide better accommodation for staff, allow co-location to be more effective and provide covered salt storage around the County.

Modern premises will be more environmentally friendly and save on maintenance and running costs. The use of dry salt will reduce salt pollution of the environment by up to 10,000 tonnes of salt per year as well as giving a cost saving of £200,000.

9.3 Delivering Accessibility – North Yorkshire Accessibility Strategy (Annex B)

In the past, Government at all levels has been guilty of giving its customers what it thinks they need. The advantage of partnerships is that the customer is part of the process and has some control over what is delivered. It also allows inadequate resources available to each of the partners to be brought together thereby making a common objective achievable. Expertise and knowledge can be quite specialised and each of the partners may not be aware of what their co-partners need or can deliver. Partnership will bring this information together making the objective that much more achievable.

BUILDING ON SUCCESS Localsonline

This scheme is a North Yorkshire Community Initiative which is supported by North Yorkshire County Council, www.direct.gov.uk, the New Opportunities Fund, Radio York, the Federation of Licensed Victuallers Association and the British Beer Pub Association. Fifteen public houses throughout the county have been supplied with a total of over 75 computers open to public access. There is an opportunity for people to surf the internet or learn a skill in the heart of their own community.

These computers are open to all and have Internet access aimed at increasing usage of this 21st century medium. Some people have completed, course and achieved qualifications through this facility.

The Discovery Bus Project is also part of this initiative, with three buses equipped with state of the art facilities training, in IT. They travel around the County giving those living in outlying areas the opportunity to learn more about the use of modern technology.

9.3.1 Whilst it is too early to claim that accessibility partnerships have been fully established as it takes time to build relationships and trust to develop, many contacts have been made which will, in time, lead to partnering in both the identification and implementation of solutions to problems of accessibility.

Discussions with the County Council’s Directorates of Education, Social Services and Business and Community Services (internal partners) were held at a very early stage of the Accessibility Planning process. Contact was also made with the North Yorkshire and North East Lincolnshire Strategic Health Authority, the Learning Skills Council, the Regional Office of Jobcentre Plus and the North Yorkshire Constabulary’s Community Safety Officer.

Following an enquiry of a local Primary Care Trust, a Senior Registrar in Public Health made contact with the Directorate and suggested that there was an opportunity initially for sharing information at the most basic level and developing a partnership in the delivery of public health at a more practical level. The County Council is also a regular attendee at meetings of the North Yorkshire Public Health Network.
To initiate the inclusion of Accessibility Planning into the planning of future development across North Yorkshire, meetings have been held with Officers of Local Planning Authorities. Initial discussions included ways in which Accessibility Planning could and would be integrated into the preparation and implementation of the Local Development Frameworks.

9.3.2 As mentioned previously, it is too early to confirm in what form the final partnerships will take. Consequently, at this stage it is only possible to mention what possibilities and opportunities may be available to resolve problems which exist or may arise in the future.

**Education and Training:**
The County Council is the Education Authority and as such it would be inappropriate to identify the arrangement between the two directorates a formal partnership. Under the Home to School and College Transport Policy, the Integrated Passenger Transport Group (part of the Environmental Services Directorate) already provides home to school transport on the Education Directorate’s behalf to a standard above that required by legislation. The contribution which the Education Directorate is most likely to make is to offer its premises for the provision of services other than educating students. This has already started through the Government’s Extended Schools Programme where unused classrooms are made available for community uses such as a shop or post office for example. Not only does this provide a service locally thereby reducing the need to travel, but also makes the local delivery of education to students more viable as the costs for the maintenance of the school are offset. As a result of the contacts with the Learning Skills Council, an Officer of the Environmental Services Directorate has been invited to join the Local Management Board of the ‘Nextstep’ programme and also the sub-regions Social Inclusion Partnership.

**Employment:**
In the Accessibility Strategy Framework, it was stated that during the early part of the preparation of the full Accessibility Strategy it was intended to hold discussions with the local centre managers to identify any local problems with accessibility for jobseekers which may not be apparent from other investigations. Consultations were made with the Local Offices of Jobcentre Plus, sadly the responses were limited. However, the regional office indicated that the incidence of problems of access was random and in isolated pockets rather being wholesale
for settlements or areas of the County. If in the future problems are identified through ongoing liaisons, solutions will be assessed jointly and implemented in partnership with Jobcentre Plus.

Healthcare:
The provision of health care for the residents of and visitors to North Yorkshire fall into two main areas; ‘front line’ which is the responsibility of Primary Care Trusts (PCTs) and hospital care which comes under Health or Acute Hospital Trusts. In terms of primary care, the core indicators set down by the Department for Transport relates to access to a general practitioner. The arrangement whereby the practices, which are autonomous units, provide this service is through contracts with the Department of Health. This means that the PCTs have little direct control over where or what services are provided which could make working with this part of the health service a little piecemeal. However, discussions are still taking place as to how the service could be delivered at a more local level and it is likely that each of the four PCTs will have differing needs in terms of their customers accessing services. The resources which they will be able to make available for initiatives to address these needs will also vary. Some are already in financial difficulty and finding additional money may not be easy. Therefore, it will be important to ensure that solutions are cost effective.

Nevertheless, the County Council will work in partnership with PCTs and GP Practices to ensure that all those who require primary health care are able to access their own GP readily. The reorganisation of the Primary Care Trusts into one sub-regional trust is expected to have benefits in terms of one set of policies across the County, however, this could also present problems because one solution may not suit all circumstances.

Access to hospitals is a more pressing problem. Given the nature of the County’s geography, in some areas the ownership of a car makes little difference to a family’s ability to reach a hospital within the time scale set by the Department for Transport in the core indicators. While in-patient care will still need to be provided in the larger hospitals, it is proposed to investigate ways in which out-patient care such as clinics, pre-operation assessments and post operative care could be delivered at a more local level. This may require a significant change of approach by the healthcare providers and possibly the provision of some transport or facilities on behalf of the County Council.

Following an Access to Health Forum there was general agreement to the formation of a countywide Access to Health Forum. This will consider the means of accessing healthcare as well as the provision of facilities to improve the general health of the population i.e. segregated footpaths and cycle ways thereby enabling the provision of more exercise.

The Accessibility Strategy outlines an Action Plan which in the first year will concentrate on access to health in Scarborough and arrangements will soon be created for the establishment of a local Access to Health Partnership for the Borough of Scarborough. This will include health and transport providers, patient and aged groups, local strategic partnerships and the local authorities.

Shopping:
Whilst it is not possible for the County Council to financially support commercial operations, it had been hoped that working relationships would be established with purveyors of food and other goods which are essential to people’s well-being. The aim being to encourage people to bring the point of sale closer to the more remote parts of the County either by the use of mobile shops or through the co-ordinated delivery of goods purchased via the internet. It is considered that this
will make shopping more accessible to those without a car who live in the less populated parts of the County as well as reducing the need to travel for those who do have access to a car or van. As this is a very competitive market, of all the main supermarket chains that have stores in the County only three have replied to the County Council's correspondence. These have not demonstrated any real commitment to accessibility per se.

9.3.3 In addition to keeping in touch with partners through the implementation of schemes and initiatives, it is proposed to hold regular liaison meetings with the partners. As the Community Transport Strategy is implemented it is likely that partnerships will be formed with local community groups and voluntary transport provider groups. As the whole ethos of Accessibility Planning is to make services more available to the population, it is envisaged that the Parish Councils will also have an important role to play in harnessing the resources at the delivery end of the chain of supply.

9.4 Delivering Safer Roads – York and North Yorkshire Road Safety Partnership ‘95 Alive’ (Annex C)

Challenging targets to reduce road casualties cannot be met by working in isolation and in recognition of this the County Council has led on the formation of the York and North Yorkshire Road Safety Partnership. The partnership has adopted the name ‘95 Alive’ in line with the target to reduce fatalities by one third compared with the 1999 to 2003 baseline average, representing a saving of 95 lives between 2005 and 2010.

9.4.1 The partnership consists of the following organisations which all have a role to play in improving road safety in York and North Yorkshire:

- City of York Council
- Community Safety Partnerships for Craven, Hambleton, Harrogate, Richmondshire, Ryedale, Scarborough and Selby districts
- Craven, Harrogate & Rural District Primary Care Trust
- Government Office for Yorkshire and Humber
- Harrogate & Richmondshire Primary Care Trust
- Harrogate Borough Council as Highway Agent Authority
- Highways Agency
- North York Moors National Park
- North Yorkshire County Council
- North Yorkshire Fire & Rescue Service
- North Yorkshire Police
- Scarborough Borough Council as Highway Agent Authority
- Scarborough, Whitby & Ryedale Primary Care Trust
- Selby & York Primary Care Trust
- Tees, East & North Yorkshire Ambulance Service
- West Yorkshire Ambulance Service
- Yorkshire Dales National Park

The partners signed up to the following vision at a launch of the

BUILDING ON SUCCESS
The Five Minute Walking Zone
In a pilot scheme prior to rollout across the county, seven schools in North Yorkshire have been sent instructions and a lesson pack to create a WalkZone. They are measured by children themselves to prove that the barriers to walking part of the way are not insurmountable. The intention is that anyone who lives within the zone comes under extra peer-pressure to walk. Those who live further away will be encouraged to find a socially responsible place to park outside the zone and enjoy walking the rest of the way to school with their child.
new partnership in November 2004. A new Road Safety Partnership will make the roads in York and North Yorkshire safer by the end of 2010. One in three lives will be saved and 95 people will be alive that otherwise may have been killed on the County’s roads.

9.4.2 Establishment of the York and North Yorkshire Road Safety Partnership will help ensure improved co-ordination of all road safety activities and initiatives thus ensuring wider and more effective coverage of the County. The ‘95 Alive’ action plan contains a commitment to develop a communications strategy and this will include the production of a ‘calendar of events’ detailing all future road safety initiatives being carried out by the partners. All partners carry out road safety schemes or initiatives to varying degrees and by adopting a more co-ordinated approach the Council should be able to improve the coverage and effectiveness without any additional expenditure.

The partners have also set themselves the task of producing a standard model for all partners to use when considering interventions to ensure that maximum use is made of the combined strength. For example, it is anticipated that the model will help ensure a co-ordinated approach to any complementary education and enforcement activities when considering the introduction of a new safety engineering scheme.

9.4.3 As a County Council, there is already a close partnership working with North Yorkshire Police through day-to-day operations and also more specific work such as the seat belt and motorcycle education and enforcement campaigns. The Council will continue to work closely with officers from the Collision Investigation Unit on the in-depth analysis of the contributory factors to all fatal accidents. The results of the first stage of this analysis can be found in the Road Safety Strategy attached as Annex C. Outcomes from the fatal accident analysis will help inform future education and engineering programmes with a specific emphasis upon reducing fatalities as well the overall KSI (Killed and Seriously Injured) figure.

The Council will also continue to train officers from North Yorkshire Fire & Rescue Service to carry out child seat checks in order to increase the coverage across the County. The Council is now engaging with the local community safety partnerships and other partners through ‘95 Alive’ to explore the opportunities to provide training to further increase the number of checks that are carried out.

The Police, Fire and Rescue Service and Ambulance Service have all signed up to the action to consider their responses to road collisions to check if there are any improvements that can be made that would help the Council achieve the targets to reduce the number of KSI casualties.

9.4.4 Closer working with partners in the Highways Agency and the City of York Council, particularly through the sharing of ideas and information on programmes, will aid planning of schemes and initiatives to ensure maximum effectiveness. For example, the Council is currently working jointly with City of York on a route study along the A19 to the south of York to ensure consistency in the remedial measures employed along the route.

9.4.5 Community safety partnerships can provide a local focus to countywide safety issues as well as helping to address more localised problems. It is anticipated that the community safety partnerships will help improve the impact of road safety campaigns and initiatives both on a countywide and local level.

9.4.6 The inclusion of the Primary Care Trusts in the partnership will sharpen the safety messages by ensuring that the costs to the local health service of road casualties are recognised. It is hoped that using their specific knowledge
and expertise the Council will be able to engage with some parts of the community in a more effective way than would otherwise have been possible. Representatives from the primary care trusts have also helped the partnership to enlist the services of a specialist in human behaviour change to provide advice and input into future road safety interventions.

9.4.7 The inclusion of the Government Office for Yorkshire and Humber in the partnership will ensure that there are close linkages between what we are doing at a local level and the regional and national agenda, particularly in the achievement of the ‘Safer Roads’ shared priority.

9.4.8 The impact of road safety schemes on the environment is an important consideration particularly within a rural area such as North Yorkshire. The inclusion of both National Park Authorities in the partnership ensures that this issue is kept high on the agenda.

9.4.9 Acknowledging the County Council’s reputation for its innovative and successful approach to improving road safety we have recently (March 2006) been invited by the Audit Commission to participate in a national study of road safety aimed at making: “a distinctive contribution to the government’s casualty reduction targets, by reporting on how all the agencies involved locally, especially the highways authority and the police, work together to make the roads safer. Our approach will be to publicise good practice in areas such as: decision making across agencies, use of information, neighbourhood focus, targeting action, and securing value for money.”

9.5 Delivering a Better Environment

9.5.1 The County Council’s Environment Objective incorporates the Air Quality Shared Priority. As stated in the LTS (section 4) in a County with two tiers of Local Government like North Yorkshire, the responsibility for monitoring Air Quality is a District Council function. Notwithstanding the above, where Air Quality issues are related to traffic, the County Council as Highway Authority must work with the District Councils to address any problems.

Whilst there have been no traffic related Air Quality Management Areas declared in North Yorkshire, there are five locations where there may be future “possible or probable exceedences”. In order to address these problems and to ensure no others arise, the County and District Councils will continue to work together to implement a range of Traffic Management interventions (County) and Planning interventions (Districts).

9.5.2 Partnership working with the District Councils will continue at two levels. At the strategic level, the County Council will continue its involvement with the ‘North Yorkshire Air Quality Liaison Group’ which meets on a regular basis to disseminate best practice and communicate information on current and emerging air quality hot spots in the County. Additionally, at the local level, the County Council will continue with the approach adopted through LTP 1 whereby measures to address any specific air quality problems are identified and implemented as part of the Town Centre Traffic Management Strategies. This approach will continue as part of the Service Centre Transportation Strategies.

9.5.3 Clearly, whilst the County and District Councils are lead bodies involved in delivering better air quality, there are a number of other parties with a direct interest. For example, one of the ways to address air quality problems is by reducing traffic volumes through encouraging modal shift. For this measure to be effective, the Councils must work with local passenger transport operators. These other interested parties will be
engaged in the process either through the Service Centre Transportation Strategies or through other partnership working already established (see 9.6 to 9.8 below).

9.5.4 In addition to addressing Air Quality, the Council will also seek to improve or protect other elements of the environment. This will also involve the need to work in partnership with other bodies. The key organisations involved in environmental protection include District Councils, National Park Authorities, AONBs, English Nature and English Heritage.

All these bodies will be engaged when necessary either on specific issues or when developing the Service Centre Transportation Strategies.

9.6 Delivering Reduced Congestion

9.6.1 The adopted strategy to address congestion issues in the County is based on the three broad themes of demand management, modal shift and traffic management. In all cases the measures required to implement this strategy are not solely in the control of the County Council. As with delivering the other Shared Priorities, partnership working is essential. It is not intended to form any dedicated ‘congestion partnerships’. However, many of the congestion issues can and will be addressed as a central theme of the Service Centre Transportation Strategies. Further details of how this approach will address congestion are included in Chapter 4 and section 9.8 below.

9.6.2 In a number of cases in North Yorkshire congestion is the direct result of holiday and touristic traffic. Whilst this will also be considered as part of the Service Centre Transportation Strategies, the Council has formed a working group to develop and implement measures specifically aimed at addressing Transport and Sustainable Tourism. Further details are given in Annex J and section 9.9 below.

9.6.3 Congestion within North Yorkshire and in neighbouring counties also results from high cross-boundary commuter flows. This is a key issue for areas of Selby, Harrogate and Craven Districts with traffic travelling to West Yorkshire. As stated in Chapter 5 and Annex N, the County Council will work with adjacent authorities specifically to address these cross-boundary travel issues.

BUILDING ON SUCCESS
Tackling Congestion (cycling and sustainable tourism)

An existing problem with cycling tourism and longer distance leisure cycling is the potential for visitors to arrive at destinations with bicycles strapped to their private cars.

The Moor to Sea Cycle Route is in partnership with the North York Moors National Park Authority, Scarborough Borough Council, Forest Enterprise and Yorkshire Forward (which has been part-funded by the EU).

The route is a long distance trail of over 80 miles of forest tracks, green lanes, minor roads and disused rail lines. The route links the towns of Scarborough, Pickering and Whitby but is unique in its circular design in so much that it can be ‘picked up’ at any point along its entirety. As such the route should help contribute to curbing traffic growth rates in the NYM National Park.

NYCC is still involved in developing the M2C route further, and this work will contribute to other work currently being undertaken with our partners in both National Parks to minimise increases in congestion through the development of a series of sustainable cycling tourism initiatives.
9.7 Service Centre Transportation Strategies (Chapter 4 – Scheme Identification)

This section deals with the partnerships and relationships that will need to be developed and strengthened in order to realise the full potential of the new Service Centre Transportation Strategies (SCTS). Chapter 4 of the LTP contains more detail on this approach.

9.7.1 The current Traffic Management Strategies (TMS) are developed utilising the strengths of the Highways North Yorkshire partnership (see section 9.1 previously) with Mouchel Parkman. This partnership approach to the development of the strategies will continue into the new Service Centre Transportation Strategies building on the expertise and experience that has been gained to date. Should the County Council's partner consultant change as a result of re-tendering the service in late 2006, the new consultant will be required to continue this approach to developing local strategies.

One of the strengths of the current TMS approach is the degree of stakeholder and community involvement in the development of the strategy through the workshop and community consultation processes. The strategies seek to address issues that have been identified by stakeholders through the workshop process and endorsed by the wider community through public consultation. Stakeholder input into the consultation proposals provides a degree of ownership to the benefit of the consultation process. This stakeholder input will be strengthened by the addition of a workshop session based purely around the design of the consultation leaflet as part of the new Service Centre Transportation Strategies approach.

9.7.2 Close working with partners is essential to the success of the Service Centre Transportation Strategies and to this end the Council will strengthen the engagement with partner organisations such as North Yorkshire Police, the District Councils, Yorkshire Forward and the National Parks with the establishment of a steering group for each SCTS to develop the detailed strategy options.

Effective delivery of the schemes identified through the Service Centre Transportation Strategies is vital to ensure the on-going support of the community. It also encourages stakeholder commitment and greater public involvement in future strategies if people see schemes and initiatives being delivered on the ground as a result of strategy development in other parts of the County. The delivery of schemes will be focused through the new Highways Service Centres ensuring that one part of the organisation has overall responsibility for delivery of the schemes.

9.8 Passenger Transport Providers

Most public transport services are provided outside the direct control of NYCC. Partnership working is essential to the effective delivery of the Public Transport aspects of the LTP. Public Transport will play a key role in addressing all of the four Shared Priorities. Therefore, it is crucial to the success of the LTP.

Whilst partnerships working across modes (community transport, bus and rail) is essential to the provision of co-ordinated passenger transport services there is also a need to maintain more focused partnerships aimed at the delivery of services and infrastructure. The Council has adopted a two level approach to partnership working with public
transport providers. Firstly, the Council will continue to work with individual transport providers to improve, promote and provide specific transport services. Secondly, the Council will also facilitate links between providers (e.g. bus and train operators) to ensure co-ordination of services.

9.8.1 Community Transport:
In 2004, the Council commissioned the development of a Community Transport Strategy for North Yorkshire. This document provides a blueprint for partnership working within the community transport sector. The following organisations co-operated on the development of the North Yorkshire Community Transport Strategy:
• North Yorkshire County Council
• The Voluntary Sector
• District Councils
• The Health Authority
• Rural Transport Partnerships (RTPs)

These organisations are either involved with community transport (e.g. RTPs) or represent people who need to access community transport services (e.g. Primary Care Trusts). A key role of the partnership is to provide the conduit between providers and users. For example, Job Centre Plus and Connexions refer the public to the ‘Wheels to Work’ Schemes run throughout the County by Rural Transport Partnerships, while the Primary Care Trusts make use of voluntary car schemes to enable the public to access health services. Further details are included in the North Yorkshire Community Transport Strategy which is available on request.

9.8.2 Bus Services:
As stated in the Bus Strategy, whilst there are a total of 58 operators providing bus services in North Yorkshire, approximately 82% of passengers are carried by four companies (Blazefield, East Yorkshire, Arriva Yorkshire and Arriva North East). These services are primarily (between 80%-85%) provided on a commercial basis with the remainder being subsidised by the County Council. It is essential that the Council continue to work closely with all bus operators (but especially the four main operators) to ensure that bus services and infrastructure in the County continue to improve in both scope and quality.

In developing the Bus Strategy and Bus Information Strategy, the County Council engaged directly with the four main operators and the Confederation of Passenger Transport to seek their input and endorsement. All other operators and other interested organisations have also been invited to shape the strategies through an in depth consultation process.

A good example of how partnership working has improved provision is the work with Harrogate & District Travel (Blazefield) and Harrogate Borough Council to develop Harrogate bus station and bus infrastructure and services along key corridors.

This included two Quality Bus Partnerships, on the Ripon–Harrogate–Leeds Corridor and the Knaresborough–Harrogate corridor, where the Council agreed to improve the infrastructure and the operator improved the quality of the buses and services. This joint approach has seen a significant increase in passenger usage over the past 12 months. The Council will continue to expand this joint approach to other operators and routes throughout the period covered by LTP 2.

9.8.3 Rail Services:
The County Council has very little power and limited influence on the delivery of rail services and infrastructure. Rail services are specified and funded through DfT Rail and the Office of Rail Regulation.

However, the Council has already established good
working relationships with key organisations in the rail industry. By working closely with the two new franchisees and DfT Rail to establish a programme of station improvements, the development plans for rail services in North Yorkshire can be clarified.

The Esk Valley rail line has been identified as a pilot Community Rail Partnership (CRP).

In partnership with Train Operators and other authorities the Council has helped develop the Esk Valley Railway Development Company. This gives a sound basis for a successful CRP to be formally developed.

9.8.4 Other Partnerships:

It is not only transport providers who are important partners: the Council needs to work closely with neighbouring authorities to ensure that cross-boundary issues are identified and addressed in a consistent way. The Council already has a number of cross-boundary initiatives which will continue to develop; notably, joint working arrangements with WYPTE and City of York Council on the development of a strategy for the Leeds–Harrogate–York rail service.

9.9 District Councils and National Park Authorities

9.9.1 As described in section 2.1, North Yorkshire has two tier local Government. In order to ensure that as far as possible the public receive a seamless high quality service, the County Council, District Councils and National Park Authorities have over many years developed very close working relationships. In the context of transport, the most important element of this relationship is the linkage between transport and land use planning.

9.9.2 Links between District Council and National Park Authority land use planners and County Council transport planners and engineers have been in place for many years. These were strengthened in the late 1990s to assist with the preparation of District Local Development Plans and later the development and implementation of the first LTP. More recently, these links have been strengthened to ensure that the development and implementation of LTP 2 contributes to and is guided by the forthcoming Local Development Frameworks. These links to the LDFs are the most important element of the Strategy Component ‘to promote sustainable development’ identified in the Local Transport Strategy and in section 3.10 of the LTP.

9.9.3 Clearly, in both the shorter and longer terms, the land use planning elements of the LTP strategies (e.g. ensuring new development improves accessibility, reducing the need to travel by encouraging employment land use close to housing etc.) need the full co-operation of the Planning Authorities. Unfortunately, the provisional LTP 2 needed to be submitted in advance of the start of the LDF preparation process. Details of potential land use policies and allocations were not therefore available. However, in order to ensure that the planning authorities could influence and had a full understanding of the issues and strategies incorporated into the LTP, the County Council initiated a programme of engagement with the nine planning...
authorities. To date this has consisted of:

- October 2004 – A meeting with planners from the nine authorities responsible for LDF development to discuss the LTP preparation process and the current programme for LDF preparation
- November 2004 – Phase 1 Public Engagement including District Councils and National Park Authorities
- March 2005 – Phase 2 Public Consultation on draft LTP 2 including District Councils and National Park Authorities
- April 2005 – Second meeting with District Council/National Park planners to discuss details of draft LTP 2 and its potential impact on LDFs.

9.9.4 This process is ongoing and will ensure that wherever possible the nine Local Development Frameworks which will cover the County will be consistent with the principles of LTP 2. To this end, the recent restructuring of Highways North Yorkshire (see section 9.2) included the appointment of two senior officers with specific responsibility for liaison with the planning authorities on transport and land use related issues. These officers are now fully engaged with all nine planning authorities to assist in the development of their LDFs and, as both the LTP and LDFs are implemented, ensure that transport and land use developments are complimentary.

9.9.5 Preparation of LDFs has now commenced. North Yorkshire County Council is fully engaged as a key stakeholder at all stages in the plan preparation process and is assisting the planning authorities with this process. Recent examples of this involvement include:

HARROGATE
- Spring 2002 to present – Regular (approx bi-monthly) liaison meetings with Harrogate Borough Council planners to advise on the transport aspects of the development of their LDF.
- October 2005 – Assisted at two public meetings in Harrogate and Ripon dealing with transport implications of the Harrogate Borough Council LDF consultation options.
- October 2005 – Assisting Harrogate Borough Council with an accessibility assessment of potential land use allocations using the Accession software.
- October 2005 – Further development of the County Council’s Harrogate and Knaresborough Integrated Transport Strategy (HAKITS) traffic model (see Chapter 4) to assess the implications of potential urban extensions to Harrogate and Knaresborough.
- October 2005 – Assisting Harrogate Borough Council with an accessibility assessment of potential land use allocations using the Accession software to ensure that allocations contribute towards improved accessibility

HAMBLETON
- December 2005 – Assessing the transport and accessibility implications in excess of 600 potential land use allocations for Hambleton District Council.

RYEDALE
- The Council has been involved in an ongoing dialogue and exchange of correspondence with the District Council; having already been consulted on their initial issues and options paper and their core strategy preferred options document. Both have been commented on in detail from a transport viewpoint.
- The Council has been fully engaged with the District Council in the development of their new car parking strategy, and have recently commented in some detail on a draft report which was to be presented to the District Council’s Members at the end of January 2006.
- The Council has worked very
closely with the Planning Officers to assess the possibility of major housing development areas in Malton and Norton and their impact on the road network. This has resulted in the identification of the necessary new links to the A64 Malton Bypass to provide the internal road network capacity, on which the Council has made a joint submission with the local MP to the Roads Minister, Stephen Ladyman.

SCARBOROUGH
- The Council has an ongoing dialogue with Scarborough Borough Council’s (SBC) Planning and Technical Officers in relation to their LDF and development proposals for the future. To date, the Council has been consulted on SBC’s LDF issues and options paper which will inform the Borough Council’s Core Strategy Development Plan. Detailed comments have been offered by NYCC.
- Dialogue with the Borough Council on the LDF is also relevant in respect of their major development proposal for the Deepdale area, and as a result of the traffic modelling undertaken for the SITS project, the Council will be in a position to assess the highway network implications and the identification of any necessary highway improvements and new transport facilities.

CRAVEN
- June 2005 – Attending Craven District Council’s ‘Shaping Places and Spaces’ event to launch the consultation on the Core Strategy.

RICHMONDSHIRE
- April 2005 – Attending Richmondshire District Council’s first Consultation Meeting on the Core Strategy.

SELBY
- Although there has been little movement by Selby District Council in terms of consulting on its LDF, the Council has had numerous meetings with Selby District Council colleagues in respect of renaissance market towns initiatives in Tadcaster and Selby. In Tadcaster in particular, the close working relationship has proved particularly beneficial in developing a common strategy for the town centre in the face of opposition from a major local land owner.
- The Council has regular liaison meetings with Selby District Council Officers in relation to the approved traffic management strategy and other initiatives that the District Council wishes to pursue in Selby. The meetings are particularly helpful in ensuring that the work undertaken by the two authorities is complimentary.

NORTH YORK MOORS NATIONAL PARK
- In respect of the LDF, the Council has to date been consulted on the NYMNPs’s capital planning issues and statement of community involvement and have commented in detail on the document.
- The Council has an ongoing dialogue with the National Park Officers in relation to the implementation of the traffic management strategies in Whitby, Helmsley and Thornton le Dale, and an officer from the National Park is a permanent member of the officer working groups on these projects. This process will continue and expand as the planning authorities continue to prepare their LDFs. It is not envisaged that the first LDFs in North Yorkshire will be adopted until 2007.

9.9.6 Whilst it is still very early in the preparation of the LDFs, the County Council has already influenced both their form and content. An example of this is the Hambleton LDF supporting
the Service Centre Transportation Strategy approach as evidenced by the following extract from their vision for the District in 2021:

"Retail, leisure and community facilities will have been further developed in the market town centres by 2021. In order that they can serve their wider rural hinterlands, emphasis will be placed on ensuring they are as accessible as possible, both through the continued provision of public transport between the market towns and their hinterlands and by guiding new development to the places best served by existing public transport services. Community transport schemes will also be making a greater contribution. This approach will complement work to be undertaken by the County Council through their Service Centre Transportation Strategies, as set out in the North Yorkshire Local Transport Plan for 2006-2011."

9.10 Transport and Sustainable Tourism Guidelines (Annex J)

Tourism is a major economic driver for the County and it is essential that the industry is able to grow and respond in a positive way.

In addition to the attractions of North Yorkshire, the City of York is also a major tourist attractor for visitors.

In order to reduce the adverse impacts of visitor travel, the Council has developed partnerships with the National Park Authorities, District Councils and the tourism industry.

9.10.1 In order to develop a fully integrated and sustainable transport and tourism initiative, work that was already being undertaken by NYCC, the National Parks and others needed to be extended. Discussion in the early stages of LTP 2 development recognised that a holistic approach could only be achieved if the Council understood all of the elements contained under the Transport and Sustainable Tourism umbrella. The County Council invited representatives from the fields of transport, tourism, Public Rights of Way and economic development from the District Councils, the National Parks, the AONBs and Government Office to a workshop in 2004 aimed at developing a Transport and Sustainable Tourism Initiative for inclusion in the LTP.

To maximise the impact of this initiative, it was acknowledged that those partners with strengths in a particular field would lead on specific elements of the document’s development. For example, understanding the expectations, needs and demands of visitors was something that could be identified by the District Councils. Similarly, those who market the visitor experience (e.g. the National Parks and District Councils) would contribute expertise to that element of the initiative. This approach was particularly strong due to the partners not being constrained to their individual areas of work, but being openly encouraged to build on other areas of work and ideas.

9.10.2 The Council has built upon the existing Joint Promotions Initiative (JPI) for the Yorkshire Dales. This was established in 1996 and is a partnership between Craven District Council, Richmondshire District Council, Harrogate Borough Council, South Lakeland District Council, Eden District Council, the Yorkshire Dales National Park Authority, Yorkshire Tourist Board, Hambleton District Council and The Ripon City Partnership. The JPI is an innovative approach to destination marketing that moves away from being based on political boundaries and promotes an alternative vision of the Yorkshire Dales as a single recognisable identity. The benefit of input from JPI representatives means that the measures developed to address the transport and sustainable tourism initiative have taken into account cross-cutting and cross-boundary issues as well.
as those specific to individual areas or tourism ‘hot spots’.

9.10.3 Tourism responsibilities and structures in the Yorkshire and Humber Region are currently going through a process of change following the transfer of strategic responsibility to Yorkshire Forward and the Regional Development Agency. The regional tourist board has been restructured and a new Yorkshire Tourist Board became operational in April 2005. Locally, each sub-region has been charged with determining the most appropriate structure in its sub-region. In York and North Yorkshire, the County Council is leading the process of reviewing current arrangements and looking at future structures. This work is being carried out in partnership with the seven District Councils, the two National Park Authorities and the City of York Council and in consultation with other regional and sub-regional organisations. With funding from Yorkshire Forward, consultants have been engaged to advise on delivery structures, roles and responsibilities. The aim is to implement the structure by April 2006. To avoid duplication of responsibilities, it is anticipated that the partnership formed to develop the Transport and Sustainable Tourism Guide may be absorbed into these structures.

9.10.4 The document produced by the Transport and Sustainable Tourism Partnership is included as Annex J to this document. The success of the working group is such that those who participated in this initiative have requested the group continue its work beyond the completion of a document for LTP 2. This is as a direct consequence of members having recognised the benefits of fostering a close working relationship in order to pursue the common aim of ‘actively encouraging visitors and residents to use passenger transport and other green modes when visiting destinations from within and outside the County’. However, as stated above, this partnership may be combined with the emerging sub-regional structures.
Chapter 10 – Planning Guideline, Programmes and Revenue Funding

10.0 Introduction

The LTP targets and objectives cannot be delivered wholly through the capital allocations provided through the LTP process. Substantial revenue funding streams provided through a variety of sources are also required. The significant revenue streams that contribute to the delivery of the LTP targets and objectives are also identified to provide an overview of the funding being invested to deliver the Plan. In addition to these two elements of funding it should be noted that the Highways Agency is also investing significant sums of money in improving and maintaining the Trunk Road and Motorway network which also contributes to the Plan targets and objectives. Similarly, the investment and performance of Network Rail, train operators and bus operators also contribute to the delivery of the Plan targets and objectives.

10.1 Planning Guideline

The Integrated Transport and Maintenance Capital Allocation for 2006/07 and Planning Guideline for the remaining Plan period are shown in Table 10.1.

<table>
<thead>
<tr>
<th>Year</th>
<th>2006/07</th>
<th>2007/08</th>
<th>2008/09</th>
<th>2009/10</th>
<th>2010/11</th>
</tr>
</thead>
<tbody>
<tr>
<td>Integrated Transport £m</td>
<td>7.317</td>
<td>7.220</td>
<td>7.287</td>
<td>7.342</td>
<td>7.385</td>
</tr>
<tr>
<td>Maintenance £m</td>
<td>21.627</td>
<td>22.060</td>
<td>23.163</td>
<td>24.321</td>
<td>25.537</td>
</tr>
<tr>
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<td>28.944</td>
<td>29.280</td>
<td>30.450</td>
<td>31.663</td>
<td>32.922</td>
</tr>
</tbody>
</table>

Table 10.1 2006/07 Allocations and Planning Guideline 2007/08 to 2010/11

The level of Integrated Transport Capital Funding for 2007/08 to 2010/11 is indicative only and may be revised in December 2006 based on the quality of the Local Transport Plan and performance of the delivery of the Local Transport Plan 2001/02 to 2005/06.

10.2 Allocation

In excess of £65 million of Integrated Transport proposals have been identified and prioritised through the scheme prioritisation system outlined in Chapter 7. The scheme list is compiled of those identified through the route safety studies and Town Centre Traffic Management Strategies carried out during the first LTP and some further historic schemes and interventions put forward for consideration by Parish Councils, members of the public etc.

The identification of issues and respective proposals to address them will continue through the LTP with the development of Service Centre Strategies and route safety studies. It is considered inappropriate at this stage to commit the Planning Guideline for North Yorkshire for the whole LTP period based on the current reserve list of schemes when further issues of a higher priority than those already identified will probably come forward through the development of the Strategies.

A detailed two year programme has been identified. Additionally, a longer term programme for the development of the Service Centre Strategies is included in Chapter 4. The schemes and interventions identified through the development of these strategies will be added to the reserve list and prioritised accordingly for inclusion in future years of the programme.
The detailed programme for the integrated transport allocation for 2006/07 and 2007/08 is available on request. A summary of the Integrated Transport programme for 2006/07 and 2007/08 along with details of how the County Council has allocated the Planning Guideline to different areas of work for the remainder of the LTP period is included in Table 10.2. Clearly, as the Planning Guideline for Integrated Transport is likely to change these allocations will also change. They should therefore be regarded as provisional and subject to amendment following the Government's decision letter in response to this LTP. However, they should be seen as a broad indication of the approach and approximate proportion of funding that will be allocated to each of the areas of work. The detailed list will be updated annually to provide a two year rolling programme throughout the life of the LTP. Details of how the County Council has allocated the Maintenance settlement for 2006/07 are also included in Table 10.2. The Table includes the indicative allocations in accordance with the Planning Guideline for maintenance for the remainder of the Plan period. Key areas of activity are the increase in preventative maintenance treatments for both carriageway and footways, targeting network deterioration which are supported by a programme of patching works and schemes which target the maintenance backlog. A detailed Maintenance work programme for 2006/07 is available on request. A description of a number of the long term allocations included in Table 10.2 are detailed below.

10.2.1 Performance and Monitoring
£0.250 million of the Integrated Transport allocation will be used to monitor the performance against all the underlying indicators to cover aspects of the delivery of the Integrated Transport schemes and initiatives. Each of the service centre strategies, congestion action plans, individual safety schemes etc will require monitoring to ensure they are delivering the respective outcomes. The allocation also covers the collection of data and reporting on the headline LTP targets and BVPI for integrated transport element of the Plan. A further allocation of between £0.270 million and £0.425 million is included in the Highways and Structures Maintenance budget to cover the monitoring of the Government's Best Value Performance Indicators (BVPI) relating to road condition, the Council’s performance against other LTP Targets and Indicators. Details of the monitoring regime and methodology for all LTP targets (including road condition BVPIs) are included in Chapter 11 and Annex I.

10.2.2 Development of NYCC TAMP
As indicated in Chapter 7 and Annex H, the Council intend during the period of LTP 2 to develop and implement a Transport Asset Management Plan (TAMP). A key element of the development of the TAMP is the compilation of an inventory of the Transport Asset. For a

**BUILDING ON SUCCESS REAL IT**
This is a service provided by the County Council's Education Directorate to companies who employ less than ten workers, so improving accessibility and benefiting the local economy. It supplies bespoke, online training in the workplace for those who work for companies employing less than ten staff free of charge. The scheme can also loan laptop computers to firms for the training scheme. One company which supplies music and instruction CDs for people to learn dance has become self sufficient following training through the scheme. It now records the CDs, produces all the printed artwork for the inserts and keeps all its records electronically.
County with an area of approximately 3200 square miles and with almost 10,000 km of highway (and an additional 10,000 km of other public rights of way) the cost will inevitably be substantial. It is estimated that the cost of compiling this inventory will be approximately £1.0 million. This will be incurred evenly over the period 2006/07 to 2009/10.

10.2.3 **Highway and Structures Maintenance**

In line with the Government’s indication, the County Council has allocated the majority of the maintenance element of the Planning Guideline directly to Highways and Structures Maintenance. A small proportion of the maintenance element is allocated to ‘Targets, Indicators and Management’.

Additionally, in order to maximise the efficiency in the delivery of the service a holistic approach will be taken when scoping schemes. Any maintenance issues identified within the area or section of road subject to an improvement scheme will be included in the overall proposal and vice versa. This will have financial implications. £1.5 million per annum has been allocated from the maintenance budget to provide added value to schemes being undertaken to contribute to LTP2 objectives.

10.2.4 **Road Safety Initiatives**

Public engagement during the development of the Local Transport Plan identified safety as being a high priority LTP Objective (and Shared Priority) for North Yorkshire. In recognition of this local priority, a minimum annual allocation of £2.65 million has been made available to address road safety issues across the County. Schemes and initiatives will be prioritised against each other using the Objective Based Prioritisation System described in Chapter 7. This will ensure that the measures implemented represent the best value for money in their contribution to all the LTP Objectives rather than just the safety objective, but provide a minimum guaranteed level of expenditure necessary to deliver the safety targets identified in Chapter 11.

10.2.5 **Transportation Studies**

An annual allocation of £0.3 million has been made available to commission Transportation Studies. This will include funding for preparation of the Service Centre Transportation Studies as programmed in Chapter 4. A programme of other Transportation Studies is not yet available but many issues requiring detailed study are likely to be identified while preparing Service Centre Transportation Strategies. These are likely to include investigations into railway re-openings, capacity studies, new stations and Cross Boundary Travel (Chapter 2). Further details of specific studies will be included in future Annual Progress Reports.

10.2.6 **Travel Awareness**

The Government, in their LTP Guidance, recognise the importance of Travel Awareness initiatives in addressing the Shared Priorities. The benefits to the Shared Priorities of these initiatives are in many cases longer term. These initiatives do not therefore have an immediate and easily measurable effect that can be assessed by the Objective Based Prioritisation System. An annual allocation of £0.1 million has been made for Travel Awareness.

10.2.7 **Freight**

As with Travel Awareness, the benefits of many initiatives to encourage the sustainable movement of freight are neither immediate nor specific to a geographical area. An annual allocation of £0.05 million has been made to allow these initiatives to be carried out.

10.2.8 **Shared Priorities Initiative**

The majority of schemes and initiatives to address the Shared Priorities and LTP Objectives will be identified as part of the Service Centre Transportation Strategies. Details and a
<table>
<thead>
<tr>
<th>Measure</th>
<th>Year</th>
<th>Programmed Expenditure</th>
<th>Significant positive Impact on Shared Priorities/LTP 2 Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Integrated Transport</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Performance &amp; Monitoring</td>
<td>£m</td>
<td>£m</td>
<td>£m</td>
</tr>
<tr>
<td><strong>Sub Total</strong></td>
<td>£m</td>
<td>£m</td>
<td>£m</td>
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<tr>
<td><strong>Transportation Studies [including Service Centre Transportation Strategy Preparation]</strong></td>
<td>£m</td>
<td>£m</td>
<td>£m</td>
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<tr>
<td><strong>Sub Total</strong></td>
<td>£m</td>
<td>£m</td>
<td>£m</td>
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<tr>
<td><strong>Safer Roads</strong></td>
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<tr>
<td>Walking and Cycling</td>
<td>£m</td>
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<td>£m</td>
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<tr>
<td>Traffic Management</td>
<td>£m</td>
<td>£m</td>
<td>£m</td>
</tr>
<tr>
<td>Traffic Calming</td>
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<td>£m</td>
<td>£m</td>
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<td>Local Safety Schemes</td>
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<td><strong>Sub Total</strong></td>
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<tr>
<td><strong>Accessibility</strong></td>
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<tr>
<td>Travel Awareness</td>
<td>£m</td>
<td>£m</td>
<td>£m</td>
</tr>
<tr>
<td>Walking and cycling</td>
<td>£m</td>
<td>£m</td>
<td>£m</td>
</tr>
<tr>
<td>Traffic Calming</td>
<td>£m</td>
<td>£m</td>
<td>£m</td>
</tr>
<tr>
<td>Public Transport</td>
<td>£m</td>
<td>£m</td>
<td>£m</td>
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<tr>
<td><strong>Sub Total</strong></td>
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<td><strong>Environment [inc Air Quality]</strong></td>
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<td>Traffic Management</td>
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<tr>
<td>Traffic Calming</td>
<td>£m</td>
<td>£m</td>
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<tr>
<td>Demand Management</td>
<td>£m</td>
<td>£m</td>
<td>£m</td>
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<tr>
<td>Freight</td>
<td>£m</td>
<td>£m</td>
<td>£m</td>
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<tr>
<td><strong>Sub Total</strong></td>
<td>£m</td>
<td>£m</td>
<td>£m</td>
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<td>Measure</td>
<td>Year</td>
<td>Programmed Expenditure</td>
<td>Significant positive Impact on Shared Priorities/LTP 2 Objectives</td>
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<td>-------------------------</td>
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<tr>
<td></td>
<td>£m</td>
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<td>Tackling Congestion</td>
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<td>1.782</td>
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<td>7.617*</td>
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<tr>
<td>Highway and Structures Maintenance</td>
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<tr>
<td>Network Condition Surveys</td>
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<td>0.290</td>
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<tr>
<td>TAMP Development</td>
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<tr>
<td>To provide added value to LTP Objectives</td>
<td>1.500</td>
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<td>1.500</td>
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<tr>
<td>Bridges/Structures</td>
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<td>4.700</td>
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<td>Landslips</td>
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<td>0.500</td>
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<tr>
<td>Footways</td>
<td>2.820</td>
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<td>2.890</td>
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<td>Street Lighting**</td>
<td>1.250</td>
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<td>1.250</td>
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<tr>
<td><strong>Total Highway and Structures Maintenance</strong></td>
<td>22.577</td>
<td>23.110</td>
<td>24.413</td>
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<tr>
<td><strong>Grand Total</strong></td>
<td>30.194</td>
<td>30.530</td>
<td>31.700</td>
</tr>
</tbody>
</table>

* £300k (2006/07) and £200k (2007/08) for Platform extensions transferred from Highway and Structures Maintenance to Integrated Transport

** Includes County Council capital spending on Street Lighting [not part of Planning Guideline].
programme of the development of the Strategies are included in Chapter 4.

The allocation for the Shared Priorities Initiative includes a fixed sum for initial implementation of each strategy to demonstrate a commitment to stakeholders and the public to the delivery of the strategies, and an element for implementation of schemes and initiative prioritised as described in Chapter 7.

10.3 Major Schemes Allocation

In addition to the Planning Guideline outlined above, an allocation of £4.432 million for 2006/07 has also been received to commence delivery of the A165 Reighton Bypass scheme. A further £2.118 million will be required in 2007/08 to complete the scheme.

The Government confirmed in mid March 2006 that funding would be made available for the Scarborough Integrated Transport Scheme. Full details were not available at the time of going to press but will be reported in the first Annual Progress Report.

A decision on the business case submitted for the A684 Bedale, Aiskew, Leeming Bar is expected after the Government has considered the advice from the Regional Roads Board.

10.4 Performance Related Funding

The DfT have stated that, based on the quality of their LTP submission and their past record of delivery, authorities may receive integrated transport block funding allocations of up to 25% above (or below) their planning guideline. This section details how any additional funding allocated to North Yorkshire County Council would be utilised.

10.4.1 Planning Guideline and Additional Allocation

Table 10.3 below sets out details of the Final Planning Guideline for NYCC together with the maximum additional performance related funding available.

<table>
<thead>
<tr>
<th>Year</th>
<th>Planning Guideline £m</th>
<th>Planning Guideline + 25% £m</th>
<th>Potential Additional Funding £m</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006/07</td>
<td>7.317</td>
<td>Not Applicable</td>
<td>0</td>
</tr>
<tr>
<td>2007/08</td>
<td>7.220</td>
<td>9.025</td>
<td>1.805</td>
</tr>
<tr>
<td>2008/09</td>
<td>7.287</td>
<td>9.109</td>
<td>1.822</td>
</tr>
<tr>
<td>2009/10</td>
<td>7.342</td>
<td>9.178</td>
<td>1.836</td>
</tr>
<tr>
<td>2010/11</td>
<td>7.385</td>
<td>9.231</td>
<td>1.846</td>
</tr>
<tr>
<td>Total</td>
<td>36.551</td>
<td>43.860</td>
<td>7.309</td>
</tr>
</tbody>
</table>

Table 10.3 Maximum Potential Performance Related Funding
When preparing the provisional LTP, the planning guidelines issued with the Guidance on the preparation of the Plans was £42.664 million. The net increase compared to the Provisional Guideline, should the Council receive the full potential performance related funding, is therefore £1.196million. The spend profiles issued in the Provisional LTP are still considered by the Council to be appropriate. Any performance related funding over the Plan period would be used in the first instance to increase the level of funding in the shared priorities that were identified in the Provisional Plan. As the Plan progresses through the years, it is proposed that the additional funding will still be focused on the shared priorities. Should the Council receive performance related funding, the respective targets across the shared priorities would be revisited and, where considered appropriate, a more stretching target would be set. This would be reported in the Council’s first Progress report on the LTP.

10.5 Contribution of Non-LTP Funded Programmes

This section describes the more important non-LTP funding streams and examines the contribution that revenue funding in particular, makes to the delivery of the Shared Priorities and wider LTP objectives. In recognising this contribution and by describing relevant Council wide measures and initiatives, this section also seeks to highlight the co-ordinated and corporate approach the Council has adopted for delivering the LTP, and the degree to which this is so important to meeting its aims, objectives and targets. Individual sub-sections below also indicate where further details can be found on specific programmes or initiatives within the LTP and Annex documents.

10.5.1 Public Transport

A key element of the Council’s Bus Strategy is to make services more accessible by improving quality and access to public transport information and publicity. In addition, the Council’s Home to School Transport Policy, which provides transport over and above the statutory requirement, includes transport for all children under 11 years, where the school is more than two miles from home and more than three miles from home for secondary school pupils. Provision is also made to students up to 19 years of age, as well as assistance with transport for pupils who attend schools on denominational grounds.

Furthermore, consistent with the principles of ‘Modernising Rural Delivery’ in York and North Yorkshire, Yorkshire Forward the Regional Development Agency (RDA) has approached the Council over proposals for us to manage a program and critically a budget of £2.1 million (50% capital:50% revenue) to address the aims of the Public Service Agreement 4 (PSA4), for which they have taken over responsibility from the Countryside Agency. Specifically, the Council is in active discussions with Yorkshire Forward to develop and deliver a program to improve rural productivity and access to key services. See Annex E and F for further details.

10.5.2 Revenue Funded Highway Maintenance

Highway maintenance is a wide-ranging function which provides a valuable contribution to the Shared Priorities and wider LTP 2 objectives. It includes the following general types of activity:

- Reactive maintenance responding to inspections, complaints or emergencies
- Routine maintenance providing works or services to a regular consistent schedule, generally for patching, cleaning and landscape maintenance
- Programmed maintenance providing larger schemes
primarily of resurfacing, reconditioning or reconstruction to a planned schedule

- Regulatory maintenance inspecting and regulating the activities of others
- Programmed replacement of street lighting columns
- Winter Service providing salting and clearance of snow and ice
- Weather and other emergencies providing a planned emergency response

The Council has also approved a Highway Maintenance Plan which has been timed to coincide with the implementation of LTP 2. It contains policy statements for all routine and cyclic maintenance activities and identifies strategies for the further development of the Transport Asset Management Plan (TAMP). A key output will be a TAMP Improvement Action Plan which will be planned, resourced and implemented over the next five years.

Both the Asset and Maintenance Plans will have implications for the Council’s revenue funding streams as they develop through the life of LTP 2. Additionally, the production of a Highway Maintenance Management Information System (HMMIS) will help to ensure a more efficient use of scarce resources. A more detailed description of these initiatives and a wider consideration of maintenance issues and plans are given in Chapter 8 and Annexes G and H.

10.5.3 Rights of Way
This relates to the maintenance and continual review of the definitive map, the processing of definitive map modification orders and public path orders and traffic regulation orders. Importantly, it also includes maintenance of the rights of way network, including using volunteers, and the production of a Rights of Way Improvement Plan (RoWIP). See Annex K for further details.

10.5.4 Traffic Management and Road Safety Education
This includes the ongoing maintenance of traffic signals and importantly the safety related initiatives in which the Council is involved. Specifically, this relates to the Theatre in Education Tours and the ongoing Seat Belt Checks carried out by the Road Safety Team. Annex C (Road Safety Strategy) and Annex D (Toolkit measures) include more detailed information on these issues. In addition, the Council has approximately 70 School Crossing Patrols in post ensuring safe access for pupils across the County.

10.5.5 Mobile ICT Vehicles
The Council’s Education Directorate Continuing Education Unit provides ten multi-media vans complete with Internet access and are used as outreach centres for ICT communications across the County. See Annex B (Accessibility Strategy) for further details.

10.5.6 Mobile Library Vehicles/Super Mobile
These 12 vehicles provide a valuable service in offering access to learning, library and information services, ICT facilities and much more for isolated communities around the County. See Annex B (Accessibility Strategy) for further details.

10.5.7 Grant Aid Programme
The Council, through the Social Services Directorate, operates an annual grant aid programme providing support to local voluntary organisations. Focusing on issues such as preventing isolation, recent projects supported include working with Age Concern over the development of information and advice services in rural areas. See Annex B (Accessibility Strategy) for further details.

10.5.8 Community Fund
This ongoing and locally raised revenue stream arises from the reduction in Council Tax relief on second homes in the County. Entirely NYCC funded, approximately 80% is channelled through the Local Strategic Partnerships (LSP), and helps support local
initiatives including community transport type interventions such as car clubs and car share schemes. It is also used to support the needs of older people and specific initiatives such as ‘Wheels 2 Work’. The remaining 20% is used to help support similar schemes identified through the North Yorkshire Strategic Partnership. See Annex B (Accessibility Strategy) for further details.

10.5.9 External Sources of Funding

- **Extended Schools Grant:** Central Government funding is for preventative strategies to build capacity in schools to facilitate and provide a range of services including healthcare, lifelong learning and ICT.
- **Joint DfT/DfES School Travel Plan Initiative:** The Council’s School Travel Awareness Programme receives approximately £112,000 per annum from DfES. Available up to 2007/08, it funds school travel awareness assistants to promote and develop school travel plans.
- **Big Lottery Fund and UK Online:** Where personal computers with internet access are placed in public houses. See Annex B, section 6.2 for additional details.
- **Arts Council Grant:** NYCC is the first local Council to secure Arts Council Funding for promoting sustainable transport. With funding available until 2006/07, £30,000 has been made available to commission a nationally acclaimed kinetic sculptor and performance artists. With a particular emphasis on quality of life and urban design issues, art is used to provoke questions and debate.
  - **Future-builders:** The Council has supported an application for approximately £1.02 million, which if successful, will contribute significantly to the implementation of the Community Transport Strategy.
- **Rights of Way Improvements:** The Council is currently in discussions with the Countryside Agency over grant funding for Rights of Way improvements, specifically in relation to improving and promoting the network to improve health, road safety and quality of life.
- **KickStart:** The Council has submitted a successful bid to DfT KickStart funding. This will contribute an additional £100,500 revenue and £15,000 capital in 2006/07, £50,600 revenue in 2007/08 and £19,600 revenue in 2008/09 to improving the quality and frequency of bus services between Easingwold and York. It is intended that further infrastructure improvements will be made on this corridor through the Capital Integrated Transport Allocation.

10.5.10 Additional Funding Opportunities

Primarily through the development of partnerships, we will seek to exploit additional funding opportunities throughout the life of LTP 2 to provide further impetus to meeting the LTP commitments.

For example, changes to how ambulance services are commissioned present an opportunity to consider new more effective ways of delivering the service. In Craven, the Public Sector Working Group (sub group of Craven LSP) has arranged an initial meeting to include Skipton and Craven Action for Disability (SCAD), Craven Voluntary Action, Craven College, West Yorkshire Metropolitan Ambulance Service.
(WYMAS), Craven and Harrogate PCT and NYCC to investigate joint delivery of non-emergency patient transport and public transport services. It is anticipated that this will lead to a greater level of service and efficiency savings as well as provide a valuable contribution to local community transport. Additionally, through the Settle Freight Quality Partnership, the Council is examining the feasibility of funding schemes to mitigate the impact of lorries on local communities affected by mineral extraction in North Yorkshire through the Aggregate Levy Sustainability Fund.

10.5.11 Indicative Five Year Revenue Funded Implementation Programme

Table 10.4 provides an estimate of the level of revenue funding in particular that will be allocated across the more significant schemes, initiatives and programmes throughout LTP 2 (annual expenditure below £30K has been excluded from the Table). The 2005/06 figures are included as a baseline. The Table does not represent a binding spending commitment. Figures include staffing costs unless otherwise indicated.

10.6 Finance Forms

In accordance with Annex 3 of the 2006/07 Local Transport Capital Expenditure Settlement letter, Finance Forms F11 and F12 are included as Appendix 2 to the Local Transport Plan.
<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Maintenance</td>
<td></td>
<td>£m</td>
<td>£m</td>
<td>£m</td>
<td>£m</td>
<td>£m</td>
<td>Accessibility</td>
<td>Safer Roads</td>
<td>Environment Inc Air Quality</td>
<td>Congestion</td>
<td>Quality of Life</td>
<td>Economy</td>
<td>Efficiency</td>
</tr>
<tr>
<td>Routine maintenance</td>
<td></td>
<td>16.245</td>
<td>16.527</td>
<td>17.312</td>
<td>18.208</td>
<td>19.118</td>
<td>20.074</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Winter maintenance</td>
<td></td>
<td>6.100</td>
<td>6.100</td>
<td>6.300</td>
<td>6.500</td>
<td>6.700</td>
<td>6.900</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Street lighting maintenance</td>
<td></td>
<td>2.515</td>
<td>3.293</td>
<td>3.458</td>
<td>3.631</td>
<td>3.813</td>
<td>4.004</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td></td>
<td><strong>Sub Total</strong></td>
<td><strong>1.242</strong></td>
<td><strong>1.287</strong></td>
<td><strong>1.322</strong></td>
<td><strong>1.262</strong></td>
<td><strong>1.309</strong></td>
<td><strong>1.358</strong></td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
</tbody>
</table>
Table 10.4

<table>
<thead>
<tr>
<th>Year</th>
<th>Indicative Revenue Expenditure</th>
<th>Significant positive Impact on Shared Priorities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>£m</td>
<td>£m</td>
</tr>
<tr>
<td>Accessibility</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Service subsidy</td>
<td>4.306</td>
<td>4.510</td>
</tr>
<tr>
<td>Home to School Transport</td>
<td>19.690</td>
<td>20.430</td>
</tr>
<tr>
<td>Transport Information and publicity</td>
<td>0.200</td>
<td>0.210</td>
</tr>
<tr>
<td>KickStart Programme</td>
<td>N/A</td>
<td>0.105</td>
</tr>
<tr>
<td>PSA 4 Budget from Yorkshire Forward</td>
<td>N/A</td>
<td>1.050</td>
</tr>
<tr>
<td>Public Transport projects (eg rail subsidy)</td>
<td>0.140</td>
<td>0.147</td>
</tr>
<tr>
<td>Community Transport</td>
<td>0.150</td>
<td>0.180</td>
</tr>
<tr>
<td>Rights of Way</td>
<td>0.382</td>
<td>0.400</td>
</tr>
<tr>
<td>Mobile ICT Vehicles</td>
<td>0.034</td>
<td>0.034</td>
</tr>
<tr>
<td>Mobile Libraries/Super Mobile</td>
<td>0.240</td>
<td>0.250</td>
</tr>
<tr>
<td>Community Fund</td>
<td>0.036</td>
<td>0.036</td>
</tr>
<tr>
<td>Shared Priorities Sub Total</td>
<td>26.420</td>
<td>27.939</td>
</tr>
<tr>
<td>Total</td>
<td>51.280</td>
<td>53.859</td>
</tr>
</tbody>
</table>

1. Routine maintenance consists of: basic maintenance, street cleansing, grass cutting;
2. For 2005/06 to 2007/08 this figure includes approximately £112k per annum DfES funding. For 2008/09 onwards the figures represent purely NYCC funding;
3. This figure forms part of a £2.1m budget (revenue/capital split of 50:50), which NYCC will manage from Yorkshire Forward, and assumes an even revenue spend of £350K per annum;
4. Funded by Education Directorate. Figure excludes staffing costs;
5. Funded by Adult and Community Services Directorate. Figure excludes staffing costs;
6. Funded through the revenue raised from the reduction in council tax discount on 2nd homes. This is a notional figure based on previous and predicted spend on transport and access type projects. Whilst future funding for LSPs will remain at about the same level as at present, the actual spend will be subject to fluctuations in local priorities year to year, with decisions on local priorities taken by individual LSPs. The effect of capital housing finance charges, which will take effect from 2006/07 will also have an effect on the allocation left available for commissioning LSP projects. Figures exclude staffing costs;
7. Shared Priorities Sub Total includes ‘Safer Roads’ and ‘Accessibility’ combined.

Additional Notes

- Where appropriate, figures have been adjusted to reflect annual inflation assumptions;
- Bus Service Subsidy, Transport Information and Publicity, Public Transport Projects and Community Transport exclude staffing costs.
Chapter 11 – Targets and Indicators

11.0 Introduction

11.0.1 A key element of LTP 2 is to explain how the County Council will monitor the progress being made towards achieving the key aims and objectives in the document. This includes monitoring against a selection of mandatory and local indicators and their accompanying targets. These headline targets have been set following a detailed analysis of historical data and taking into account the planning guideline for the County Council. They have also been revised according to the final funding allocations that were announced in December 2005 to ensure they are realistic and achievable. The Scheme Prioritisation System outlined in Chapter 6 ensures that schemes implemented assist in achieving these targets.

11.0.2 The mandatory indicators have been set by the Department for Transport (DfT) for all LTP authorities. The County Council is exempt from monitoring three of these. The reasons for this are explained in the following section. Local indicators have been chosen to directly monitor performance against the local aims and objectives. These indicators will therefore cover areas of importance to the North Yorkshire LTP 2.

In accordance with DfT guidance the Council has set trajectories with annual milestones for all of the LTP 2 targets. These trajectories reflect the planned implementation of relevant schemes and policies and the milestones are a key reference point for the annual monitoring of progress. This will enable the County Council to assess whether or not it is on target with the delivery of LTP 2. In setting the targets and trajectories, consideration has been given to those set by comparative local authorities to ensure North Yorkshire delivers similarly high levels of performance. The monitoring processes of similar authorities have also been reviewed to ensure that North Yorkshire follows best practice and learns from the experiences of others.

11.1 Headline Indicators

11.1.1 Table 11.1 below summarises the headline mandatory and local indicators and their associated targets. These headline indicators will form the basis of the performance management of LTP 2 and progress will be reported in the Annual Progress Reports. Each of these indicators and their monitoring procedure is briefly described in the following section and in further detail in Annex I.
<table>
<thead>
<tr>
<th>Indicator</th>
<th>Description</th>
<th>Baseline Year</th>
<th>Baseline</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>BVPI 223</td>
<td>Principal Road Condition: % where structural maintenance should be considered</td>
<td>2005/06</td>
<td>38%</td>
<td>27% by 2010/11</td>
</tr>
<tr>
<td>BVPI 224a</td>
<td>Non-Principal Classified Road Condition: % where structural maintenance should be considered</td>
<td>1994-98 average</td>
<td>1037 casualties</td>
<td>622 Casualties by 2010</td>
</tr>
<tr>
<td>BVPI 224b</td>
<td>Unclassified Road Condition: % where structural maintenance should be considered</td>
<td>2005/06</td>
<td>21%</td>
<td>15% by 2010/11</td>
</tr>
<tr>
<td>BVPI 99a</td>
<td>Number of people killed or seriously injured in road traffic accidents</td>
<td>1994-98 average</td>
<td>108 casualties</td>
<td>43 Casualties by 2010</td>
</tr>
<tr>
<td>BVPI 99b</td>
<td>Number of children killed or seriously injured in road traffic accidents</td>
<td>1994-98 average</td>
<td>2947 casualties</td>
<td>Maintain at baseline level despite traffic growth</td>
</tr>
<tr>
<td>BVPI 99c</td>
<td>Number of people slightly injured in road traffic accidents</td>
<td>1994-98 average</td>
<td>2947 casualties</td>
<td>Maintain at baseline level despite traffic growth</td>
</tr>
<tr>
<td>BVPI 102</td>
<td>Public Transport Patronage: Total local public transport journeys per year by bus only or by bus and other selected local public transport modes</td>
<td>2004/05</td>
<td>16.1 million journeys</td>
<td>6% increase above the baseline by 2010/11</td>
</tr>
<tr>
<td>BVPI 104</td>
<td>Bus Satisfaction: % of all users satisfied with the local bus service</td>
<td>2003/04</td>
<td>66%</td>
<td>70% by 2009/10 and remain within the upper quartile of all English Authorities</td>
</tr>
<tr>
<td>BVPI 187</td>
<td>Footway Condition: % where structural maintenance should be considered</td>
<td>2003/04</td>
<td>24%</td>
<td>8% by 2010/11</td>
</tr>
<tr>
<td>LTP1</td>
<td>Number of Community Transport Journeys</td>
<td>2004/05</td>
<td>133,479</td>
<td>With Future builders a 50% increase by 2011. Without Futurebuilders a 25% increase by 2011.</td>
</tr>
<tr>
<td>LTP 2</td>
<td>Change in area wide road traffic Mileage</td>
<td>2004</td>
<td>4661 million vehicle kilometres</td>
<td>1.5% growth per annum</td>
</tr>
<tr>
<td>LTP 3</td>
<td>Number of cycling trips</td>
<td>2003/04</td>
<td>100 index (1136 cycle trips)</td>
<td>1% growth per annum</td>
</tr>
<tr>
<td>LTP 4</td>
<td>Modal share of journeys to school (Car, Bus, Cycle, Walk)</td>
<td>Baseline and target to be set once data becomes available from DfES PLASC system.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LTP 5</td>
<td>Bus Punctuality: Percentage of services one minute early to five minutes late</td>
<td>Baseline and target to be set once data becomes available from DfES PLASC system.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**LOCAL INDICATORS**

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Description</th>
<th>Baseline Year</th>
<th>Baseline</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>L1</td>
<td>Number of Fatal Casualties in York and North Yorkshire</td>
<td>1999-2003 average</td>
<td>85</td>
<td>Reduce by one third by 2010</td>
</tr>
<tr>
<td>L2</td>
<td>Patronage on Quality Bus Routes</td>
<td>2003/04</td>
<td>100 (index)</td>
<td>30% increase by 2011</td>
</tr>
<tr>
<td>L3</td>
<td>Patronage on Premier Specification Bus Routes</td>
<td>2003/04</td>
<td>100 (index)</td>
<td>15% increase by 2011</td>
</tr>
<tr>
<td>L4</td>
<td>Public Transport Information Satisfaction: % of those satisfied with local public transport information</td>
<td>2003/04</td>
<td>73%</td>
<td>75% by 2009/10 and remain within the upper quartile of all English Authorities</td>
</tr>
<tr>
<td>L5</td>
<td>Percentage increase in cycling journeys to work</td>
<td>Baseline and target to be set once cycle counters have been installed on the approach to 8 representative industrial estates across the County</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
11.1.2 The structure of the remainder of this chapter is as follows:
- Description of Indicators and Monitoring Procedure
- Further Monitoring
- Annual Review of Targets and Indicators
- Risks and Mitigation
- SEA Targets and Indicators

11.2 Description of Indicators and Monitoring Procedure

11.2.1 Mandatory Indicators
The mandatory indicators are prescribed by the DfT. Some of these mandatory indicators are already Best Value Performance Indicators (BVPI) defined by the Government and reported to the Office of the Deputy Prime Minister each June. The remainder of the mandatory indicators relate solely to the monitoring of LTP 2.

The County Council is not required to monitor and set targets for three of the mandatory indicators as the County does not meet certain criteria. These indicators are:
- LTP6: Changes in peak period traffic flows to urban centres
  NYCC does not have to measure this indicator as it is only applicable to authorities which have urban populations over 100,000 people.
- LTP8: Air Quality
  NYCC is not required to set and monitor an air quality target as no transport related Air Quality Management Areas have been designated in the County.
  The following paragraphs briefly describe the mandatory indicators which are of relevance to North Yorkshire. Further details regarding these indicators are given in Annex I.

11.2.2 BVPI 223, 224a and 224b
As the highway network forms the structure for most modes of transport these indicators relate to all of the LTP 2 objectives, but especially to efficiency and safety. Together they monitor the condition of the road network.

BVPI 223 considers the condition of the principal roads. In 2004/05 the County Council began using the SCANNER survey method for measuring the condition of principal roads. It has been acknowledged that no direct comparison can be made between the data sets obtained from the SCANNER method and the previous Course Visual Inspection (CVI) method as the SCANNER survey identifies a wider range of defects.

The baseline year for this indicator has therefore been set as 2004/05, the first year for which results from the new SCANNER surveys are available. In 2004/05 38% of the principal road network was in poor condition.

BVPI 224a considers the condition of the non-principal roads. Although it will be monitored during the LTP 2 period, no baseline data is currently available from the SCANNER survey method as CVI surveys were previously used to measure the carriageway condition. Until data from this SCANNER survey method becomes available a baseline and target cannot be set.

BVPI 224b (formerly BVPI 97b) considers the condition of unclassified roads. This indicator is monitored using CVI surveys and has been monitored since 2002/03. The survey method is likely to change to the SCANNER surveys in 2007/08. If the survey method does change it will be necessary to review the baseline and target values to reflect the different results obtained by these two different survey methods.

The recommended baseline year of 2004/05 has been utilised for this indicator with 20% of the unclassified road network in poor condition in this year.

The targets associated with the
above indicators will be achieved by continuing to improve the analysis of condition data so that the budget spend (a combination of both revenue and capital budgets) can be targeted not just on carriageway schemes but also on programmes of minor repairs (reactive maintenance) undertaken as part of the daily management of the road network. In addition, the Transport Asset Management Plan will continue to be developed in conjunction with the delivery of LTP 2 and further co-ordination between all transport related works programmes will be sought so that maintenance schemes can support and give added value to initiatives arising from the evolving Service Centre Transportation Strategies.

11.2.3 BVPI 99a, 99b and 99c
These indicators relate to the road safety objective of LTP 2 and consider road casualty rates. The baseline for all these indicators is the 1994-98 average, in line with the National Casualty Reduction Targets. The casualty data required to monitor progress is supplied by North Yorkshire Police from the "Stats19" database. It is intended that the Officer Working Group of the York and North Yorkshire Road Safety Partnership (95 Alive) will meet regularly to review progress against the casualty reduction targets and to ensure progress is made in implementing the Action Plan of the Road Safety Strategy.

The Action Plan of the Road Safety Strategy, along with the individual Service Centre Transportation Strategies, outlines how the targets will be achieved and includes amongst other initiatives targeted interventions relating to seat belt wearing, motorcyclists and young drivers, partnership working to maximise the impact of interventions, Offender Rehabilitation Programmes, the Think! Campaign of education and awareness activities and cycle and pedestrian training.

The targets for BVPI 99a and 99c are in line with the National Casualty Reduction Targets and the Stretching Targets recommended in the Full Guidance on Local Transport Plans: Second Edition (2004). Good progress has already been made towards achieving these targets during LTP 1. However, they have not been stretched further as many accident clusters in the County have already been treated and so further reductions in the number of Killed and Seriously Injured Casualties (KSIs) are likely to be more difficult and costly to achieve. Traffic volumes across the County are also expected to rise, particularly as its rural nature causes a reliance on the private car.

The target for BVPI 99b is more stretching than the suggested stretching target of a 50% reduction in child KSIs. This is because good progress during LTP1 has meant the 50% reduction (in line with National Casualty Reduction Targets) has already been achieved. This target has therefore been stretched to 60% in 2002/03 to remain challenging but realistic.

11.2.4 BVPI 102
This indicator relates to bus patronage and therefore primarily to the congestion, environment and accessibility objectives of LTP 2. The Council has used the recommended baseline year of 2003/04 for this indicator and will monitor it using patronage data provided by the local bus operators. The indicator covers all local bus journeys that originate in North Yorkshire, except for school bus journeys or community transport type services.

Both the Bus and Bus Information Strategies will influence the achievement of this indicator. These strategies include a range of measures to improve bus services and infrastructure in partnership with operators and include bus priority measures, quality bus partnerships, continued improvements to bus stops/bus
stations, Punctuality Improvement Plans and improved information provision. The data for 2004/05 has shown a decrease in patronage from the 2003/04 baseline. This is thought to be attributable to poor weather in the summer of 2004 and a drop in passenger numbers in the Selby area as a result of changes in the local economy. However, although overall bus patronage decreased, notable increases in patronage were recorded where specific measures had been undertaken. For example, there were increases in patronage where there had been considerable investment in new infrastructure including new bus stations, shelters and raised kerbs. The Council will need to reverse the historical decline in passenger numbers for the County as a whole before achieving positive growth.

The baseline figure for 2003/04 is 16.1 million journeys per year.

11.2.5 BVPI 104
This indicator relates to public satisfaction with bus services and therefore relates to the congestion, air quality and accessibility objectives of LTP 2. Bus service satisfaction surveys are conducted every three years and were last undertaken in 2003/04 in accordance with the requirements for this best value indicator. The next surveys are expected to be conducted in autumn 2006 and will be household type surveys as in the past.

However, public satisfaction with bus services has recently been measured through the Citizen’s Panel Survey which is to be carried out annually. This Citizen’s Panel Survey will allow local monitoring of satisfaction levels by geographical area to ensure attention is focused on where public satisfaction is lower. Achievement of the target will be aided by this survey work.

Although the County Council do not operate bus services directly, and therefore have limited influence on the quality of services, it is possible through partnership working with operators to make certain improvements. It is through these improvements, which are outlined in both the Bus and Bus Information Strategies, that this target will be achieved. Measures to be implemented include the provision of timetable information, improved waiting facilities and access, Punctuality Improvement Partnerships and Premier Specifications for subsidised services.

The household type surveys conducted in 2003/04 indicated 66% of users were satisfied with the quality of local bus services. This figure will be used as the baseline for the LTP 2 target.

11.2.6 BVPI 187
This indicator relates to the condition of the footways and therefore predominantly to the accessibility and safety objectives. The condition of footways is measured using a Detailed Visual Inspection (DVI) based on Version 5.01 of the National Rules and Parameters for UKPMS. These surveys provide a percentage length of footway network with a Footway Condition Index greater than a defined threshold value which is indicative of the need for an investigation to determine whether maintenance is needed to preserve the footway serviceability.

The County Council will continue to develop the Transport Asset Management Plan in conjunction with the delivery of LTP 2 in order to achieve the target set for this indicator. This will involve a more proactive approach to preventative maintenance, whilst also funding specific footway improvements which have been identified from DVI survey results and pedestrian audits related to the Service Centre Transportation Strategies.

The recommended baseline of 2003/04 has been used for this indicator. Throughout 2004, 24% of footways were in poor condition.

11.2.7 LTP 1 – Accessibility
The County Council is obliged to set an accessibility related
indicator and target and has decided upon an indicator measuring the annual total trips on community transport rather than using one of the core DfT indicators set out in the guidance on Accessibility Planning. The core indicators measure the time taken to access work, health services, education and major shopping centres by public transport. These core indicators are less applicable to North Yorkshire as the County is very large, rural in nature and has a low population density. Key services are also spatially dispersed, with some settlements for example, located almost 50 miles from their ‘local’ hospital. The sparse rural population makes the provision of conventional passenger transport to improve accessibility both difficult and uneconomic. However, community transport is a feasible alternative and is likely to make the greatest contribution in improving accessibility. It is thought that monitoring community transport use is of utmost importance and will give a clear indication of whether accessibility problems in the County are being dealt with successfully.

The County Council, working in partnership with community transport providers and users, has adopted a Community Transport Strategy which will help to achieve the target associated with this indicator. This strategy provides a blueprint for partnership working in the community transport sector and will guide the implementation of improvements in this area of passenger transport. The strategy outlines how community transport provision will be increased, how a stable financial environment and support system will be created for community transport and also considers new/improved operational structures. As such, it illustrates how to deal with all or some of the current un-met unachievable demands in remote and sparsely populated areas. The target set for this indicator is dependent upon whether funding from the Futurebuilders bid is secured. If this additional source of funding is obtained greater increases in community transport services can be achieved over the LTP 2 period. Consequently, a two tier target has been adopted.

The baseline year for this target is 2004/05, as recommended, with patronage figures of 133,479.

11.2.8 LTP 2 – Change in Area Wide Traffic Mileage
This indicator considers the change in area wide traffic mileage for the County and is therefore associated with the congestion objective of the Local Transport Plan. It can also be considered a proxy indicator for air quality and relates to the environment objective. The data for the monitoring of this indicator is provided by the DfT from the National Road Traffic Survey. Having considered the existing locations of the count sites used in this survey, it is believed they are relatively representative of the County network. They cover a range of road types and have a good geographical spread.

To achieve the target associated with this indicator the County Council will develop, as part of the Service Centre Transportation Strategies, measures for alternatives to car travel and demand management in urban areas. Therefore, it is hoped the rate of traffic growth in these areas will reduce. However, being a rural County, for many people the car will remain their preferred or only feasible mode of travel and it is anticipated this will continue to drive traffic growth in North Yorkshire. The current trend is a year on year increase in traffic mileage. The target aims to restrict this annual growth to more realistic yet achievable levels given the rural nature of the County and the dispersed population of some areas.

The recommended baseline year for this target is 2003/04 with 4661 million vehicle kilometres.
11.2.9 LTP 3 – Cycling
This indicator relates to an annualised index of the number of cycling journeys undertaken in the County. Consequently, it contributes to the majority of the objectives of this local transport plan but particularly the environment, congestion and quality of life objectives.

- Previously, manual one day counts were undertaken on a limited number of days each year at four specific locations within the County. However, these counts are not likely to be sufficiently robust for monitoring purposes, due to the possible distortion caused by weather conditions and other effects, nor are they cost effective. Therefore, a core network of 15 permanent automatic cycle counters has recently been established. Details are included in Annex I.

Continuous count data from these locations will be used to monitor this indicator. The data for each year will be aggregated and then indexed against the baseline data. However, due to the change in the monitoring method used, the baseline and target figures will have to be revised during the course of LTP 2 as data from the locations listed above is gathered.

The target will be achieved through the implementation of cycle schemes as part of the existing market town traffic management strategies and the new service centre transportation strategies. Any schemes progressed through these strategies will be designed in consultation with the public to ensure they have the greatest impact possible. The Council will also work with the two National Parks and Sustrans to further develop long distance and leisure cycle routes within the County e.g. the Moor to Sea Cycle Route.

The recommended baseline of 2003/04 has been used for this indicator. The index of 100 is equal to 1136 cycling trips for the 2003/04 baseline year.

11.2.10 LTP 4 – Mode share of journeys to school
This indicator relates to the usual mode used for journeys to school and seeks predominantly to monitor the level of private car use on school journeys compared with sustainable modes such as walking, cycling and bus use. Consequently, this indicator relates to all of the shared priorities. The indicator is split into two categories; children aged 5 to 10 years and children aged 11 to 16 years.

A target is not yet required for this indicator as the data is unavailable from the DfES' PLASC system. Until this data becomes available a true baseline cannot be set. However, the County Council has data from the annual ‘Hands Up’ Survey undertaken in schools which gives indicative baseline for this indicator. This ‘Hands Up’ survey data will continue to be collected and once data becomes available from the DfES' PLASC system, this indicative baseline will be reviewed and a target set. The ‘Hands Up’ data for 2004/05 shows that 38% of primary school children and 11% of secondary school children travelled to school by car.

To achieve any target that is set in regards to this indicator, it will be necessary to work with schools to continue to introduce Safer Routes to Schools and initiatives identified through School Travel Plans. These initiatives aim to encourage the use of sustainable transport for school journeys and will also be supported by measures to encourage walking and cycle use and improve road safety in the vicinity of schools.

11.2.11 LTP 5 – Bus Punctuality
This indicator identifies the percentage of buses departing timing points within the window of one minute early to five minutes late.

Due to the physical size of the County it is not practical or cost effective to monitor the punctuality of all bus services.
To determine the baseline data bus departure times from timing points will obtained from bus operators for existing Quality Commercial Routes and those routes managed under Premier Specifications during 2006. This data has not previously been collected by the bus operators or the County Council. The routes where punctuality will be monitored are:

- Quality Commercial Routes
- 402/403: Selby to Leeds
- 36: Ripon–Harrogate–Leeds
- 101/2: Harrogate–Knaresborough
- 121: Scarborough–Filey–Bridlington
- Premier Specification Routes
- 492/3: Tadcaster–Sherburn–Pontefract
- 194 Malton–Hovingham
- 80/89: Northallerton–Stokesley
- 72/74: Skipton/Ilkley–Grassington–Buckden

These routes have been selected as they cover a variety of geographical areas within the County, directly influenced by Local Transport Plan actions and coincide with the routes monitored for two of the additional local patronage indicators which are described in the section on Local Indicators.

11.2.12 Local Indicators
The local indicators which complement the mandatory indicators have been identified to monitor performance in achieving the LTP 2 objectives. The indicators were chosen because:

- They reflect the objectives of this second Local Transport Plan.
- They are economical to measure.
- They have a robust monitoring methodology so that accurate comparisons can be made between years.
- They can be directly influenced by the measures outlined in this second Local Transport Plan.
- They are comparable with indicators set by other local authorities.

It is important to note that other issues which have not been chosen as local indicators, have been identified as important in the achievement of the local and mandatory targets. These issues will be monitored closely and have been identified in a further section below.

11.2.13 Fatal Road Accident Casualties
This indicator relates to the safety objective of LTP 2. Although there are three mandatory indicators related to road casualties, the members of '95 Alive', (the York and North Yorkshire Road Safety Partnership), have adopted a target to reduce the number of fatalities in York and North Yorkshire by one third by the end of 2010. This target will complement the targets set for the mandatory indicators relating to the total number of KSIs and the number of child KSIs. The indicator will be monitored using the same information as for the mandatory indicators i.e. using casualty data supplied by North Yorkshire Police from the ‘Stats19’ database. The reduction in fatalities is expected to be achieved through the implementation of the actions contained in the ‘95 Alive’ action plan which is discussed in more detail in the Road Safety Strategy contained in Annex C.

The baseline for this indicator is the 1999 to 2003 average number of fatalities in York and North Yorkshire which totals 85.

11.2.14 Patronage on Quality Commercial Routes and Premier Specification Routes
These two indicators relate to the accessibility, congestion and environment objectives of this Local Transport Plan. They are associated with bus patronage on the two groups of bus routes specified below. These two groups of services, which are the same as those adopted for reporting on LTP5 – Bus Punctuality, have been chosen as they are directly influenced by
the measures contained within both the Bus and Bus Information Strategies contained within this second Local Transport Plan. They will show whether the measures being implemented are having the desired impact even though bus patronage elsewhere could decline due to factors outside the County Councils’ control.

Quality Commercial Routes:
- 402/403: Selby–Leeds
- 36: Ripon–Harrogate–Leeds
- 101/2: Harrogate–Knaresborough
- 121: Scarborough–Filey–Bridlington

Premier Specification Routes:
- 492/3: Tadcaster–Sherburn–Pontefract
- 194 Malton–Hovingham
- 80/89: Northallerton–Stokesley
- 72/74: Skipton/Ilkley–Grassington–Buckden

The data for the monitoring of these indicators will be collected from the relevant bus operators. The Council has used the baseline year of 2003/04 for these indicators to coincide with the baseline year for total bus patronage. Total patronage on the Premier Specification Routes for the baseline year was 298,084 passengers and equates to an index of 100. For the Quality Commercial Routes, the County Council has decided to use an index to ensure patronage data is kept confidential in light of operator concerns. Therefore, in 2003/04 the index was 100.

11.2.15 Satisfaction with Public Transport Information
This indicator also relates to the accessibility, congestion and environment objectives of this Local Transport Plan. This indicator measures the public satisfaction with the quality of local public transport information. Readily available comprehensive public transport information makes services easier to use and also helps to increase patronage, allowing operators to maintain a stable bus network.

The indicator is measured using the same type of household surveys as for the indicator regarding satisfaction with bus services (BVPI 104). These surveys are carried out every three years. The implementation of the Bus Information Strategy contained within Annex F will be of key importance in achieving this target. This strategy includes measures to deliver further Real Time Passenger Information schemes, to enable access to service information through the introduction of SMS text messaging and WAP and the development of the Council website to provide access to timetable information.

The last survey was carried in 2004/05 and 73% of those surveyed were satisfied with the quality of information they received. This result will be used as the baseline for this indicator.

11.2.16 Cycling to Work
The County Council has decided to include an indicator which monitors the number of cycling to work trips. As yet there is no baseline data available for monitoring such an indicator. Therefore, no target can be set. However, permanent automatic cycle counters are currently being installed on the approach to eight industrial estates which form a representative sample and are spread geographically across the County. These cycle counters will provide continuous, consistent and robust data which will allow the number of cycle to work trips to be monitored.

This indicator has been chosen as it relates to many of the objectives of this second Local Transport Plan. Not only will increasing the number of cycling trips to work help to reduce traffic levels and alleviate congestion, it will also impact on individuals’ quality of life and health. Furthermore, improvements introduced to encourage greater levels of cycling to work will also help to improve accessibility.

The target, which will be set once baseline data becomes
available, will be to increase the number of cycling to work trips. It will be predominantly achieved through the provision of cycling infrastructure through the Service Centre Transportation Strategies and the continued development and implementation of green travel plans.

11.3 Further Monitoring

Other issues which have not been chosen as local indicators have been identified as important in the achievement of the local and mandatory targets. As a result, these issues are to be monitored closely although no specific targets have been set and they will not be reported in the Annual Progress Report for performance monitoring purposes. These issues are described in more detail below.

11.3.1 Seat Belt Usage

Seat belt/child restraint usage has been monitored since the 2003/04 Annual Progress Report of LTP 1. It specifically relates to the wearing of seat belts by child passengers in front and rear seats of motor vehicles. The wearing of seat belts contributes to a reduction in fatal and serious child casualties and therefore to BVPI 99b indicator and the road safety objective of LTP 2. Research undertaken for the Road Safety Strategy identified that not wearing seat belts was the third largest contributory factor in fatal accidents.

To monitor seat belt usage, covert surveys are undertaken at 20 selected primary schools located within rural and large and small urban areas in North Yorkshire.

The level of seat belt usage will be directly influenced by an associated programme of education and enforcement activities undertaken in partnership with the Fire and Rescue Service, North Yorkshire Police and the Community Safety Partnership. Road Safety Officers will continue to visit schools at arrival and departure times to talk to parents/carers about seat belt laws and Police Officers will enforce the laws through fixed penalty fines.

In 2001/02 the percentage of front seat child passengers wearing seat belts or child restraints was 83% and for rear seat child passengers it was 73%. The percentage wearing seat belts has steadily increased year on year as the education and enforcement activities produce encouraging results.

11.3.2 Skid Resistance

The skid resistance of a carriageway can be a contributory factor in road accidents so it will be important to minimise the length of road level below investigatory level in order to help achieve the mandatory safety targets set out above.

Following the release of HD28/04 the County Council is undertaking a reassessment of its in-service skid resistance policy. It is intended to monitor the network on an annual basis using this new methodology. A three year average will be used to define network condition. The new methodology utilises both SCRRIM and Griptester surveys which will cover class A, B, C and unclassified roads. It is intended to reduce the percentage of the network length either at or below investigatory levels each year to help achieve the road safety targets.

11.3.3 Street Lighting

Street lighting also contributes to a safe environment for road users and pedestrians. As such the maintenance of street lighting can play a part in achieving the road safety targets that have been identified. BVPI 215a is a measure of the average number of days taken to repair a street lighting fault under control of the local authority. This indicator will be monitored as a contributory factor to the achievement of the safety objective. Whilst monitoring NYCC’s own performance in maintaining street lighting, the Council will also monitor the three electric...
utility companies NEDL, YEDL and United Utilities who are responsible for electrical connections within the County Council.

11.3.4 Air Quality

There is no requirement for the County Council to include a specific air quality target as no transport related Air Quality Management Areas (AQMA) have been declared by the District Councils in North Yorkshire. However, it is important that North Yorkshire maintains acceptable air quality during the LTP 2 period. Therefore, it is felt relevant to continue monitoring especially in five locations which may potentially exceed the National Air Quality Standards. The seven District Councils will undertake the air quality monitoring in accordance with Local Air Quality Management Technical Guidance. The County Council will continue its involvement in the North Yorkshire Air Quality Liaison Group which meets regularly to communicate information on current hotspots in the County.

The aim of this monitoring is to ensure there are no AQMAs by the end of the LTP 2 period. Actions that will be taken to prevent an AQMA from being declared will include traffic management interventions by the relevant District Council. The traffic management interventions will be identified as part of the Service Centre Transportation Strategies.

11.3.5 Network Management

There is no requirement to report the BVPI 100 indicator but it is intended to monitor it closely. This indicator relates to the number of days of temporary traffic controls or road closures on traffic sensitive roads at traffic sensitive times caused by road works per km of traffic sensitive road. As such, it describes a factor related to the efficiency of the road network which is considered should be monitored. In addition, this measure will help to identify problems on the network in line with the requirements of the Traffic Management Act 2004.

11.4 Annual Review of Targets and Indicators

The County Council will implement a robust monitoring regime for each of the headline targets included in this chapter. This will allow the Council to track progress towards achieving the target when compared to the trajectory.

Progress towards achieving each target will be assessed by the County Council on an annual basis. Where any target is above or below its expected trajectory, any necessary remedial action will be identified and implemented. For example, if some targets were found to be ahead of their expected trajectory and others below, the Scheme Prioritisation System discussed in Chapter 6 will increase the relative priority of, and therefore funding allocation to, schemes which contribute towards under achieving targets and vice versa. In many cases redressing this imbalance in funding allocations will be sufficient to bring targets back on track.

Given the strength of the Councils’ Scheme Prioritisation System and the robust approach to risk management described in section 11.5, it is not anticipated that there will be any significant requirement to alter targets during the life of LTP 2 unless it is for reasons regarding changes to monitoring methodologies already outlined. Where external factors outside of the control of the County Council lead to a need to revise targets (either to make them achievable or to make them more challenging), the County Council will do so based on the established trends identified by the monitoring regime. If this is necessary, the revised targets and the reasons for the revision will be reported in the Annual Progress Reports.
11.5 Risks and Mitigation

11.5.1 There are many risks that may prevent the Council from achieving the targets set out above. These risks differ according to the target in question and have been identified and described for each target in Annex I. However, there are key common risks and these are summarised below.

The risks that have been identified are in the process of being more fully reviewed through the County Councils’ Risk Prioritisation System. The County Council is fully committed to understanding and managing the various risks arising from its activities. This process has been co-ordinated since 1994 by the Corporate Risk Management Group under the chairmanship of the Corporate Director – Finance and Central Services on behalf of the Management Board.

The Risk Prioritisation System (RPS) has strengthened the County Council’s current approach to Risk Management, both corporately and at Directorate and Business Unit level. The RPS helps to focus on risk priorities, reinforcing existing risk management processes and embedding them formally within service planning arrangements.

Risk workshops were held on the 27 and 30 March 2006. They:

- Ranked the list of risks according to the likelihood that they will happen (probability) and the effect they will have if they do happen (impact).
- Agreed actions required to reduce the key risks.
- Assessed those risks assuming the actions have taken place.
- Identified the fallback plan if those risks should occur prior to implementation of new risk controls.

As a result of these workshops the Council has produced:
- An updated assessment of key risks.
- An assessment of risk improvements which will reduce the overall risk profile and provide assurance that second Local Transport Plan targets will continue to be achieved.
- The basis for an ongoing process to monitor key risks as an integral part of second Local Transport Plan processes.

The results of these workshops are currently in the process of being compiled.

11.5.2 The key common risks that have been identified are as follows:

11.5.3 Funding and Rising Costs

If less funding is made available to the County the various elements of the plan will need to be reviewed in order to identify alternative sources of funding or to achieve the targets in a more cost effective manner.

Furthermore, even if the funding levels meet those anticipated there is an issue of rising costs, including costs relating to construction materials, human resources and bus operation. As such, this could impact on the implementation of the proposed plan unless more efficient use can be made of the available funding. In light of these risks, processes are and will be reviewed to ensure they operate effectively.

11.5.4 Reliability of Data

Much of the data required to monitor the indicators is collected by partner organisations or survey companies. If the data is not collected consistently each year, or inaccuracies occur due to poor survey techniques or inexperienced survey staff, there is the possibility that the targets may not be met but these factors are not revealed within the data. To mitigate against this problem, survey methods have been drawn up to guide partner organisations in accurate data collection techniques.

Furthermore, only reliable and trusted survey organisations will be used to collect the data required for monitoring. Any data provided by outside organisations will be thoroughly checked before it is analysed.
and used.
There are also risks associated with data collected by the County Council itself. These risks mainly relate to the accuracy of permanent automatic traffic or cycle counters. To ensure these counters are working properly, regular checks will be made and manual classified counts will be used to calibrate the equipment at regular intervals.

11.5.5 Diminishing returns on investment
There is a risk that as continuing investment is made in the transport system there will be diminishing returns on this investment i.e. less will be achieved with the same amount of funding. In order to combat this factor, risk funding will be targeted where it is believed it will have the greatest impact and processes are and will be reviewed to ensure they operate effectively.

11.5.6 National economic factors and fiscal policy
Economic growth and fiscal policies such as fuel duty and vehicle tax, could lead to greater incentives to travel by private car and a reduction in the mode share by alternative forms of transport. This could counteract the achievement of several of the targets. Although there is little that can be done to combat this, sustainable modes will continue to be promoted through publicity materials and awareness raising campaigns, in addition to improving public transport services and pedestrian/cycling facilities.

11.5.7 Societal attitudes
For some of the interventions to be successful and contribute towards the achievement of certain targets, there will need to be a shift in societal attitudes and behaviour. The general public will need to support the interventions and be willing to change their travel habits. There is a risk that this may not occur. However, this risk can be mitigated through close consultation with the public which takes account of their views and suggestions regarding the transport network.

11.5.8 Co-operation of partner organisations
The achievement of many of the targets relies upon the co-operation and commitment from partners involved in the delivery of the Plan for example, the partners of the Road Safety Partnership and local bus operators. If these partners reduce their commitment in the event changing conditions it will be more difficult to meet the targets. The impact will principally be on the targets related to casualty reduction and public transport issues. To ensure these risks are mitigated the Council aims to work closely with delivery partners to promote mutually beneficial policy interventions.

11.5.9 Weather
Inclement weather and extreme weather events are likely to impact on some targets as it can prove a disincentive to travel by certain modes and can affect the condition of the transport network. In order to mitigate these weather related risks, contingency plans need to be drafted, regular inspections of the network should be carried out and schemes should be designed to withstand the negative impacts of inclement weather. It should also be noted that a sustained period of good weather may attract an increased number of visitors to North Yorkshire and this will result in higher traffic levels on the road network.

11.5.10 Unintended consequences
There is always the risk that the actions that are undertaken to achieve the targets have unintended and negative consequences. In order to mitigate this risk, consultation will form a key part of any scheme/strategy design. The County and their partner consultants will also strive to keep up to date with the latest research and monitor the implementation and operation of schemes to ensure they have the desired effects.
11.6 Strategic Environmental Assessment (SEA) Indicators and Targets

The SEA Directive sets out the following requirement in respect of monitoring:

"The responsible authority shall monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action."

Indicators have been established as part of the Strategic Environmental Assessment of this second Local Transport Plan. These indicators will monitor the environmental impact of the Plan’s implementation so that any issues can be overcome during the implementation of the Plan. They are not headline indicators and do not form an official part of the performance management of the LTP. In this respect, the majority of the indicators are set against a desired direction of change instead of a fixed target. It also allows the actual effects of the Plan to be tested against those predicted in the SEA and provide baseline information for future plans. Where available, contextual indicators have been included to measure LTP 2 performance against wider trends. Details relating to each of the indicators are set out in Appendix 3 of the Environmental Statement.

As environmental impacts have not previously been monitored in such a comprehensive fashion, gaps in the data do exist. In some cases there is no baseline data as the information is to be gathered for the first time as part of the LTP 2 process. In other cases, it is recognised that the desired data for monitoring a particular indicator does not exist at present or is collected in an inconsistent or inappropriate manner. In this instance, these limitations are recognised alongside the details provided for each indicator in Appendix 3 of the Environmental Statement.
Chapter 12 – Major Schemes

12.0 Introduction

12.0.1 As part of the process of preparing LTP 2, a review of the County Council’s Major Schemes Reserve List (those costing in excess of £5 million) has been carried out. This included an economic analysis and preliminary environmental assessment of all the potential major schemes.

The purpose of this review was to roll forward the Major Schemes Programme which has been included in Annual Progress Report and to select schemes for inclusion in LTP 2. Following this preliminary assessment, five new major schemes were included in the provisional second Local Transport Plan. These schemes were:

- A684 Bedale, Aiskew and Leeming Bar Bypass
- A59 Kexgill Improvement
- A167 North End Level Crossing, Northallerton
- A6068 Kildwick Level Crossing, Crosshills
- A61/B6161 Killinghall Bypass

Also included in the provisional second Local Transport Plan were two schemes with provisional approval from LTP 1. These being:

- A165 Reighton Bypass
- Scarborough Integrated Transport Scheme

Full approval for the Reighton Bypass was granted by the Government in July 2005 and construction will commence on site in May 2006. Approval for the Scarborough Integrated Transport Scheme was granted in mid March 2006. A detailed programme for the construction has not yet been finalised.

12.0.2 On 8 December 2005, a report was made to the Regional Transport Board by the Government Office for Yorkshire and the Humber (GOYH) regarding the schemes to inform the Regional funding allocations. Based on the content of this report and subsequent advice from Yorkshire Forward and the Regional Assembly, no new major Schemes in North Yorkshire have been given priority support by the Regional Transport Board. It has been noted, however, that the A684 Bedale–Aiskew–Leeming Bar Bypass could be considered alongside other emerging schemes for delivery through allocations set aside for emerging measures and included within future programmes should it better meet the needs of the region than newly emerging schemes.

Given the lack of priority support, the priority assessment criteria adopted and the financial commitments on regional funding allocations, strongly indicate that such support will not be forthcoming for the following schemes:

- A59 Kexgill Improvement
- A167 North End Level Crossing, Northallerton
- A6068 Kildwick Level Crossing, Crosshills
- A61/B6161 Killinghall Bypass

12.0.3 Based on the above recommendations, the County Council has reviewed their programme of major schemes and have removed the above four schemes from the programme. The current Major Schemes Programme for 2006 to 2011 therefore consists of three schemes:

- A165 Reighton Bypass (fully approved)
- Scarborough Integrated Transport Scheme (fully approved)
- A684 Bedale, Aiskew and Leeming Bar Bypass

12.1 Major Schemes Programme 2006 to 2011

12.1.1 A165 Reighton Bypass

The scheme consists of the construction of a bypass of the village of Reighton which is located on the main coastal road, the A165, south of Filey. The purpose of the bypass is to provide a carriageway
constructed to current design standards that will also improve the environment for the residents of Reighton, reduce the severance of the village by traffic, improve access along this busy tourist and industrial route, alleviate congestion and reduce accidents along the length of the A165 to be diverted. The scheme was provisionally accepted in the December 2002 settlement and Government Office urged the Council to work towards completion of the statutory processes in the following year’s settlement.

Renewal of the planning consent for the scheme was granted on 9 March 2004. Following the Public Inquiry in May 2004, the Secretary of State confirmed the Side Roads Orders and Compulsory Purchase Orders on 7 October 2004. With all statutory approvals in place, full approval of the scheme was given by GOYH in July 2005 with funding being made available up to a maximum of £6.55m beginning in 2006/2007. A contractor has been appointed through an Early Contractor Involvement (ECI) form of contract and works are programmed to commence on site at the end of May 2006.

12.1.2 A165 Scarborough Integrated Transport Scheme
The scheme consists of a diversion of the A165 between Scarborough and Lebberston, provision of two Park and Ride sites with complementary bus priority measures and the expansion of the SCOOT urban traffic control system in Scarborough. The 2003/04 Local Transport Settlement provisionally accepted the scheme “subject to successful completion of the statutory procedures”.

The planning consent for the A165 Park and Ride site was granted in December 2002, the A165 Scarborough to Lebberston Diversion on 19 September 2003 and the A64 Park and Ride site on 8 June 2004. Consequently, all the necessary planning consents have been obtained. As the time constraints on the individual planning consents have lapsed, they have been renewed successfully. Following the Public Inquiry in December 2002, the Secretary of State confirmed the Side Roads Orders and Compulsory Purchase Orders on 11 November 2004. Final ministerial approval for the funding of the scheme was granted in March 2006. The procedures necessary for the appointment of a Contractor through a partnership agreement have been undertaken. The contractor assisted the design consultant Mouchel Parkman in finalising the design and a target cost for the works was agreed in December 2004 which maintained the overall projected budget of £26.9m.

12.1.3 A684 Bedale/Aiskew/Leeming Bar Bypass
The A684 Bedale/Aiskew/Leeming Bar Bypass is included to coincide with the Highways Agency (HA) proposal to upgrade the A1 to motorway standard from Dishforth to Barton. Construction of this scheme is programmed to commence in 2008. The purpose of the A684 bypass is to address the environmental and road safety problems in and on the approaches to the communities of Leeming Bar, Aiskew and Bedale and to provide improved access from the A1(M) to communities and areas west of the A1 and to the county town of Northallerton.

The North Yorkshire Local Transport Strategy recognises the importance of tourism to the economy of North Yorkshire. The whole of the Yorkshire Dales National Park is a significant visitor attraction. The bypass improves links between the A1 and the A684 which provides access to Wensleydale, Coverdale and other areas of the northern dales. To the east of the A1, the A684 provides access to Northallerton, the county town of North Yorkshire, and the northern North York Moors National Park beyond. Improved access to the A1 will
benefit tourism and the wider economy of these areas. Work on the emerging Regional Spatial Strategy has highlighted the need for economic diversification in this area and the need to strengthen east-west transport links.

The preferred route for this scheme is aligned to the north of the three villages incorporating a roundabout at either end and a grade separated junction with the proposed A1(M). Discussions are ongoing with the HA in regard to their proposed junction arrangements in the Leeming Bar area and how these may impact on the alignment of the A684 bypass. The timing and methods of construction of both projects has also been discussed to try to ensure as far as reasonably practicable that disruption to the three communities is kept to a minimum. A joint working party with the HA and GOYH has been set up to establish how best to deliver the procurement of both schemes.

It is appreciated that the A684 bypass is dependent on the A1 upgrading and will proceed only if that scheme goes ahead. The A684 is an important route which passes through the communities of Bedale, Aiskew and Leeming Bar and connects with the A1 trunk road. Apart from a short section in Aiskew, the A684 is bounded by development on both sides through all three communities; a distance of 3.6 km. A substantial number of properties have a direct access on to the A684 including Leeming Bar School, St. Mary’s and St. Joseph’s Church in Aiskew and the auction marts in Bedale. In the vicinity of Leeming Bar, the A684 currently carries around 13,000 vehicles per day of which 6% are heavy goods vehicles. Although speed limits are in force, there have been 75 injury accidents on the section of the A684 to be bypassed over the last five years.

The present alignment of the A684 is occasionally grossly substandard for the volume and nature of traffic it carries. The steep climbs each side of the Bedale Beck bridge, for example, cause problems for heavier vehicles. The westbound hill leads to the Market Place crossroads where the very tight junction layout again presents difficulties for heavy goods vehicles with inevitable delays to other traffic. Further east, poor visibility at the Sandhill Lane junction has led to a number of accidents.

Following public consultation in March 1995, the County Council adopted a preferred route for the bypass running to the north of the three communities connecting with the A684 near Bedale Golf Club to the west and Spring House to the east. The proposed bypass will be single carriageway 7.3 metres wide with 1.0 m wide hardstrips. In the west, the route commences between St Gregory’s Church at the northern end of Bedale and Rand Beck then bridges Bedale Beck before crossing the Wensleydale Railway. The route continues on low embankments and through shallow cuttings to the north of Sand Hill Farm to arrive at the proposed new A1(M) motorway interchange. Thereafter, the route progresses generally on low embankments other than at the second bridging over the Wensleydale Railway. The current works estimate for the scheme is £25.7m (including optimism bias allowance) as detailed in the Business Case submitted to the DfT in November 2005.

12.2 Efficiency Savings Through Innovative Procurement

In seeking to meet the recommendations set out in Sir Peter Gershon’s review of public sector efficiency, the County Council has also been mindful and supportive of Sir John Egan’s report on ‘Rethinking Construction’. The County Council is committed to providing an excellent service.
that represents best value. In using the New Engineering Contract to procure its Major Schemes Capital Programme, the County Council is seeking to fulfil its service aims while promoting a less adversarial approach to procurement. The benefits of early contractor involvement in major schemes are recognised. In particular, the County Council intends to bring the expertise and experience of the contractor into the design process in order to optimise the buildability and duration of contracts, minimise risks, drive down costs and value engineer the works. As part of this process, both contractor and designer have incentives through pain/gain thresholds to minimise costs and caps are placed on the County Council's liabilities in the event of cost overruns.

As an example, Phase 1 of a potential two stage contract has been concluded with the main contractor appointed on the Scarborough Integrated Transport Scheme during which a target cost, a ‘buildable’ design, a works programme and risk allocation have been agreed. Phase 1 was awarded under the Professional Services Contract and Phase 2, providing that funds are available, will be under Option C: Target Cost with Activity Schedule. This procurement strategy has resulted in low fees and a predicted outturn cost within the overall budget allocation at December 2004 prices.
APPENDIX 1
Service Centre Transportation Strategies Areas

Bedale
Description of the Area
• Population ............................12,564
• Percentage of households with no car ............................11.7%
• Service Centre Area ..........................77.3 square miles.

The market town of Bedale and Aiskew is located just to the west of the A1 trunk road towards the north of the County with the A684 running through the centre of the town providing access to Wensleydale. Bedale is a market town that provides local shopping and leisure facilities for the surrounding areas and is also a popular shopping destination for tourists visiting Wensleydale. Local visitor attractions in the service centre area include Thorp Perrow Arboretum and the Falcons of Thorp Perrow. The town has a range of facilities such as local medical facilities, three schools (including a large secondary school), a college, tourist information office, fire station, rail station and a police station. Leeming Bar, located to the east of the A1 trunk road, has two schools, local shopping and expanding industrial areas and would also be included in the service centre strategy area.

The Service Centre does not have direct access to the national rail network; however a frequent high quality bus service provides connections to the rail station at Northallerton. Wensleydale Railway operates between Redmire and Leeming Bar and it is an aspiration of the Wensleydale Railway Company to re-open the line initially to Northallerton Station and ultimately throughout the dale to Garsdale Station. Local bus services are provided largely under contract to the County Council. Communities to the east and west have good access to Bedale with an hourly or better frequency. In comparison, communities to the south have poor access via public transport with services of a two hourly or less frequency and the villages adjacent to the A1 have a daily bus service. A community transport operator is based at Bedale.

Main Issues
• A traffic management strategy (TMS) covering Bedale and Aiskew was adopted by the County Council in autumn 2005. The TMS contains proposals such as improved pedestrian facilities at key junctions, the creation of a cycle route network, safer routes to school facilities and reduced speed limits. These proposals have been developed using the traffic model developed for the Bedale/Aiskew/Leeming Bar Bypass to ensure that there is no abortive work.
• The completion of the Bedale/Aiskew/Leeming Bar Bypass is scheduled for 2011 as part of the A1 upgrade and it is envisaged that this will provide further opportunities for the provision of improved pedestrian and cycle facilities to schools and other facilities, building upon those introduced through the TMS, due to the reduction in traffic flow through Bedale and Aiskew. For example, congestion and safety concerns at key junctions in the town such as the A684 Market Place/Bridge Street and B6268 Sussex Street/Firby Road junctions are to be addressed through improvement schemes developed as part of the

Measures identified in the Town Team’s delivery plan have been incorporated into the current TMS proposals where appropriate. The service centre strategy, when developed, would review the Town Team’s proposals once again and provide funding opportunities for those projects that meet the objectives of the LTP. The future service centre strategy would look at accessibility issues covering a wider area than that being considered by the current TMS.
• Access to the expanding industrial areas at Leeming Bar both from Bedale and beyond will be a key consideration in the strategy. This issue was also highlighted in the Bedale, Aiskew and Hinterland Community Investment Prospectus (CIP). Improving links and services for RAF Leeming will also be examined.
• The completion of the Bedale/Aiskew/Leeming Bar Bypass is scheduled for 2011 as part of the A1 upgrade and it is envisaged that this will provide further opportunities for the provision of improved pedestrian and cycle facilities to schools and other facilities, building upon those introduced through the TMS, due to the reduction in traffic flow through Bedale and Aiskew. For example, congestion and safety concerns at key junctions in the town such as the A684 Market Place/Bridge Street and B6268 Sussex Street/Firby Road junctions are to be addressed through improvement schemes developed as part of the
implementation plan for the recently adopted TMS. The service centre strategy would investigate the feasibility of further improvements at other key locations in light of the introduction of the Bedale/Aiskew/Leeming Bar Bypass.

- The Bedale/Aiskew/Leeming Bar Bypass will provide a direct link onto a new grade separated junction with the A1 and will therefore help achieve improved safety compared with the existing junction arrangement. The work is to be carried out in partnership with the Highways Agency in order to ensure co-ordination with the A1 upgrade work and to help achieve a value for money solution.

- It is likely that the service centre strategy will examine the development of community transport to improve access to Bedale and for onward connection to larger centres. Any infrastructure improvements in the town need to reflect the opportunity and requirement for interchange. The need to provide improved public transport particularly in the evenings and the weekends was identified in the CIP.

Main Issues
- Boroughbridge is located in the floodplain of the River Ure and the town and outlying areas are susceptible to flooding.
- Yorkshire Forward is leading on a Renaissance Market Towns Initiative for Boroughbridge town centre and the Council will be able to assess the outcomes from this initiative and provide some funding to introduce those measures that will contribute towards the achievement of LTP 2 objectives.
- Boroughbridge centre occasionally suffers from short term congestion which arises on the main shopping street due to shopper parking and the limited width of the road. This, coupled with the alignment of the road does, however, restrict vehicle speeds.
- Other than adjacent to the primary school on York Road and two zebra crossings on Wetherby Road, one of which is close to the secondary school, there are no formal pedestrian crossing facilities in the town, and there is, therefore, a number of locations where there are difficulties for pedestrians to cross the road in safety.
- A local safety scheme was completed on Wetherby Road in the summer of 2004 and the effectiveness of this project in terms of reductions in accidents and vehicle speeds will need to be reviewed.
- Issues such as access to rail stations on the Harrogate to York rail line from villages located to the north of the A59 and possibly Park and Ride at Cattal Station will need to be considered.

Catterick Garrison

Description of the Area
- Population ..................17,538
- Percentage of households with no car .....................14%
- Service Centre Area ...........................56 square miles

Located in the north of the County, Catterick Garrison is home to the largest Army Garrison in the UK and the town provides local shopping, leisure, education and health facilities for both the military and civilian community. The sizeable town centre supermarket provides shopping facilities for areas extending beyond the hinterland area of Catterick Garrison. There is also a swimming pool. The A1 trunk road runs to the east of the service centre area bypassing Catterick Village which
provides local shopping for the village. Villages such as Brompton-on-Swale, Scorton, Scotton and Tunstall would all be located within the area covered by the service centre strategy.

Whilst the service centre does not have direct access to the national rail network, through fares are available on connecting bus services to/from Darlington. The bus service network is largely operated commercially and provides an hourly or better access to the service centre. The Garrison also has good access to Darlington. Some communities within the area have limited public transport particularly those to the south and south east. The lack of a natural centre in Catterick Garrison makes bus interchange difficult and unreliable.

Main Issues

• A traffic management strategy (TMS) covering Catterick Garrison, Catterick Village and the surrounding settlements is being developed by the County Council in partnership with the Ministry of Defence (MoD) with adoption of the strategy planned for April 2006.

• The TMS implementation plan, once adopted, will contain measures that complement the MoD’s plans for the future development of Catterick Garrison and address the challenges faced by having such a highly mobile population, the proposed upgrade of the A1 to motorway standard, congestion associated with horse race meetings, the Sunday market and the District Council’s plans for housing development.

• The TMS implementation plan will contain a range of measures aimed at achieving the LTP objectives and the emerging results from the consultation exercise are that the proposals are well supported. It is likely that the implementation plan will include measures such as traffic calming to improve safety outside of the Hipswell Schools, improvements to reduce accidents and speeds at junctions such as Bedale Road/Moor Lane/Hawkswell Lane and localised congestion relieving measures at junctions such as the A6136 Catterick Road/Horne Road (White Shops) signals.

• Catterick Garrison enjoys a relatively well established network of pedestrian and cycle facilities and the proposals contained in the consultation version of the TMS seek to expand this network towards the surrounding communities in the hinterland area. Some of the proposals however, are beyond the scope of the funding anticipated for the TMS and will require third party contributions and will also be a consideration for the future service centre strategy. The desire to expand the existing cycle network to the outlying areas was also raised in the Richmond and Catterick Garrison Community Investment Prospectus (CIP).

• A traffic model is being developed in partnership with the MoD to assist in the assessment of future development proposals and schemes to be considered as part of the Traffic Management strategies. The future service centre strategy, when developed, will look at accessibility issues covering a wider area than that being considered by the current TMS.

• The future service centre strategy will need to investigate the opportunity for a central location for the integration and connection of bus services as part of the future development of Catterick Garrison.

• The need to provide improved passenger waiting facilities at bus stops in Catterick Garrison was raised in the CIP and was a key issue raised during the development of the TMS. A ‘Quick Win’ scheme to introduce improved passenger waiting facilities is currently being implemented on site in advance of the full adoption of the TMS.

Crosshills and Glusburn

Description

• Population..........................10,221
• Percentage of households with no car..............................18%
• Service Centre Area..........................16 square miles

Crosshills and Glusburn are located in the south west of the County in the Craven District, near to the borders with Lancashire and Bradford. They serve as the local service centre for a small geographical area which also contains the sizeable communities of Cowling and Sutton in Craven and the outlying villages of Farnhill and Kildwick.
The A6068 connects the area with north east Lancashire and the A629 trunk road provides access with Skipton to the north and Keighley in the Bradford Metropolitan District to the south. The Skipton to Bradford railway line passes through the service centre, being part of the main rail network connecting north west England and West Yorkshire. The Leeds and Liverpool Canal runs through the northern part of the area.

The two centres have a range of facilities including library, post office, small supermarket, a large industrial/commercial area at ‘The Crossings’ (still being extended and developed), numerous primary schools and one of the largest secondary schools in North Yorkshire (South Craven). A community transport operation is based outside the area at Skipton.

**Main Issues**

- Substantial volume of trips from the area both for work and shopping into the Skipton and Keighley/Bradford/Leeds areas by rail and road (both bus and car) and so significant cross-boundary issues must be addressed.
- Heavy use of the railway for both passenger and freight traffic, leads to significant periods when the Kildwick level crossing is closed to road traffic causing congestion at the access to “The Crossings” industrial park, the roundabout at the junction of the A6068 with the A629 Trunk Road, and in the Crosshills/Glusburn town centre.

Proposals for a bridge over the railway at this location were included in the provisional Local Transport Plan, however following the meeting of the Regional Transport Board it is clear that funding for such a scheme will not be available in the foreseeable future. It will therefore be necessary as part of the SCTS continue to work closely with Network Rail and other partners on issues such as signalling and the operation of the level crossing in order to seek to address localised congestion which impacts both on the private motorist and on the punctuality of bus services.

- There is a high level of HCV movement along the A6068 to the M65 in north-east Lancashire and with the Leeds/Bradford area.
- Significant number of unmade and unadopted residential streets.
- The further development of ‘The Crossings’ business park will exacerbate the congestion problems which already exist at the rail crossing in Kildwick.
- The present West Yorkshire PTE subsidised fare regime (metro card available generally, only at stations in the Metropolitan area) is increasingly significant for those North Yorkshire residents who use the services to access the Bradford/Leeds areas, and therefore travel by car to stations in the Metropolitan area, such as Cononley and Silsden.
- The proposed new rail platform at Crosshills is currently being considered.
- Villages within the wider area, not lying directly on the main bus corridors, have limited access to the service centre and beyond, particularly those to the west.

- Bradford MDC have developed an Airedale Transport Strategy which covers the area adjacent to this Service Centre. We will work with them to ensure a consistent approach.

### Easingwold

**Description of the Area**

- Population ................................14,967
- Percentage of households with no car ................................11%
- Service Centre Area .................................117 Square miles

Located within the district of Hambleton, Easingwold is situated approximately ten miles north west of York alongside the A19 which bypasses the town. It is almost mid way between York and Thirsk and, like Thirsk, it operates as the local service centre/market town for a large rural hinterland.

The main route running through Easingwold is the former A19, comprising of Thirsk Road, Long Street and York Road. This still provides access to the existing A19 (Easingwold Bypass) from the town to the north and the south.

The town has an attractive market place which is part of a conservation area. A market operates on Fridays, and a number of convenience stores, shops and pubs front onto the market place. There are a number of facilities within the town including: a library, police station, community centre, meeting hall, post office, primary
school and a secondary school. The town has only one area specifically for industry which is on Stillington Road and is beginning to develop.

The area surrounding Easingwold is good quality farming land and is of high landscape value. There are numerous small villages with local facilities but they rely on Easingwold for convenience shopping and for secondary education, though York would be the main focus for the majority of the population for weekly shopping, leisure and hospital facilities. There is, however, a cottage hospital with 12 beds mainly providing care for the elderly.

**Main Issues**

- A traffic management strategy (TMS) has recently been adopted by the County Council and the implementation plan is underway. This includes looking at issues related to the market place such as disc parking, the provision of improved pedestrian and bus facilities and alterations to traffic circulation arrangements.
- The service centre strategy would seek to build on the improvements made in the town through the TMS and address accessibility problems identified by stakeholders from the villages in the rural hinterland.
- It is envisaged that issues such as access from outlying villages to the schools in Easingwold itself will be a key consideration.
- The growth in the economic base for York and the impact that has on sustainable communities in the Easingwold service centre strategy area will be another key factor to consider, especially as well over 50% of residents in Easingwold already travel out of the town to work. Bus services to York are good and further improvements are proposed, so means of encouraging increased usage will need to be examined.
- Part of the Howardian Hills Area of Outstanding Natural Beauty (AONB) is located within this area and the facilities for tourists along with their impact will also be considered.

**Filey and Hunmanby**

**Description of the Area**

- Population: 11,839
- Percentage of households with no car: 24%
- Service Centre Area: 35 square miles

This Service Centre Strategy area is located in the southern part of the east coast of North Yorkshire. Filey is situated just east of the A165 Scarborough to Hull east coast route and Hunmanby just to the west of this route. The B1369 connects the area westwards to the A64 Trunk Road and thence to York and the A1(M). Filey and Hunmanby are both located on the Scarborough to Hull railway line.

The outlying villages of Reighton, Speeton, Murton, Grinsthorpe, Folkton and Flixton have a degree of dependence on Filey in particular, for convenience shopping, medical/pharmacy services and secondary education. Those villages to the north of the area rely to a greater extent on services in Scarborough, whereas those to the south will, although to a more limited extent, use services available in Bridlington in the East Riding of Yorkshire.

**Main Issues**

- The summer population far exceeds that in the winter, which emphasises the need to ensure the summer peaks are fully taken into account.
- The road connections to the A64 have implications for Muston and Hunmanby because of the levels of through traffic in these villages.
- The proposed redevelopment of the former Butlin’s site for 600+ residential homes and other facilities, together with 350 new houses on the south side of Filey off Muston Road, will have significant impacts on the adjacent road networks.
- The impact of the construction of the A165 Reighton Bypass will need to be fully assessed.
- Possible supermarket development in Filey on the station car park would significantly alter shopping trip patterns.
- Summer parking in Filey is a recurring issue. There will be a need to improve off-street car park signing and consider the possibility of simple seasonal car park and ride facilities and possible one-way traffic operation along the sea front.
- The congestion in the town, coupled with fairly extensive on-street parking in certain locations, adversely affects the reliability of bus services.
- Community transport provision is limited in this area.
Grassington and Upper Wharfedale

Description of the Area

• Population ......................3,868
• Percentage of households with no car .........................10%
• Service Centre Area ..........110 square miles

Grassington is the main township in Upper Wharfedale, a service centre area which also includes Threshfield and Kettlewell, the villages of Buckden and Starbotton, together with other smaller settlements. Grassington is located in the heart of the Yorkshire Dales National Park. The B6265, which runs between Skipton the nearest market town and Pateley Bridge, passes through Grassington. From Threshfield, the B6160 runs northwards through Starbotton and Buckden towards Hawes. The proposed Yorkshire Dales Cycleway passes through the area.

Tourism plays an important role in the local economy with natural attractions such as Kilnsey Crag and Linton Falls drawing large numbers of visitors along with ‘honey pots’ such as Kettlewell and events such as the Kilnsey Scarecrow Festival and Grassington Dickensian Weekends. Other significant trip generators in the area are the Upper Wharfedale Rugby Club, Wharfedale Secondary School, local quarries and a major local haulage contractor. Local shopping and farming along with pubs and accommodation are also important drivers for the local economy.

The service centre does not have direct access to the national rail network; however a bus-rail through ticket is available from rail services at Skipton station. All local bus services in the area are provided under contract to the County Council and operate with modern low floor vehicles. Improvements to passenger waiting and boarding facilities have also been made. The service centre has a good bus service to the south with an hourly bus service to Skipton; however, the villages in the Wharfe Valley to the north and south east of Grassington have a poorer service with a frequency of less than hourly. Congestion around the market place in Grassington can adversely affect the operation and reliability of bus services.

Main Issues

• Within Grassington there are road safety and congestion issues related to the narrow width of streets that results in pedestrians and vehicles competing for the same limited amount of space. During the tourist season these problems become more acute. The strategy will look at these issues to try and ensure that a more appropriate balance is struck between the needs of pedestrians, cyclists and motorised transport at all times of the year.
• The strategy will also need to look at ways to minimise the impact of quarry traffic, tourist parking and the intrusion of traffic in sensitive areas. A review of signing will be required as part of this work.

Hawes

Description of the Area

• Population ......................2,405
• Percentage of households with no car .........................14%
• Service Centre Area ..........96 square miles

Hawes, together with its rural hinterland, is located in the north west of the County. Hawes is situated on the A684 which passes east to west along Wensleydale into Cumbria.

Hawes operates as the local market town for a number of villages situated on the A684 and in the adjacent Dales. A street and indoor market operates on Thursdays, as does the local Auction Mart. The town has local medical facilities, good range of shops, local library and primary school. The Yorkshire Dales Visitors Centre and a number of other tourist attractions are located in Hawes making it a major visitor attraction, particularly during the summer months.
Main Issues
A number of issues in Hawes itself have been addressed through the implementation process following the adoption of the Hawes Traffic Management Strategy in 2002. However, the service centre strategy will need to address a number of wider issues, including:

- Need to work in partnership with the Yorkshire Dales National Park Authority to improve access to key services located outside the area for those living in the area.
- Need to explore the potential for rail reinstatement in the form of an extension of the Wensleydale Railway which currently terminates at Redmire.
- Need to manage the adverse impact of visitors to the area whilst recognising their importance to the local economy.
- Long distance lorry routing along the A684 through Hawes and the neighbouring villages continues to be a concern (including the weight limit on Appersett Bridge) and will require close working with the National Park Authority and Cumbria County Council.
- The possibility, albeit remote, of timber being transported from the forests to the south of Hawes, north along the old Roman road and through to Hawes on the A684, will need to be taken into account.
- Motorcycle safety issues, particularly in relation to the recreational use of the A684 and B6255, will need on-going attention.

Harrogate and Knaresborough
Description of the Area
- Population..........................106,106
- Percentage of households with no car .........................19%
- Service Centre Area ......................165 square miles

Harrogate and its close neighbour, Knaresborough, form the largest urban area in North Yorkshire. The combined population of the towns is approximately 85,000. The towns also serve a further rural hinterland of approximately 20,000 population.

Harrogate has developed as a resort and is one of the nation's leading exhibition and conference centres attracting over 6 million visitors per annum. Additionally, Harrogate has become increasingly important as a business and commercial base.

Harrogate and Knaresborough are a major focus for the communities in its hinterland for most community, employment, education and health facilities. The towns are hosts to national retailers, major supermarket operators, primary and secondary schools and the principal hospital for the district.

Harrogate is situated at the gateway to the Yorkshire Dales to the north of the Leeds and Bradford conurbation. The A59 passes east west through Harrogate and Knaresborough connecting to the A1(M), which lies approximately three miles east of Knaresborough. The A61 passes north south through Harrogate connecting Leeds to Harrogate and then north east to Ripon and the A1(T). The A658 connects Harrogate to Bradford and provides direct access to Leeds Bradford Airport.

Harrogate and Knaresborough are connected to the national rail network being located on the Leeds–Harrogate–York line. Stations within the service centre area are located at Knaresborough, Harrogate, Starbeck, Weeton, Pannal, and Hornbeam Park.

An extensive network of commercially operated bus services with modern low floor vehicles, provides good access to Harrogate for those communities that lie on the main radial roads and from residential areas within the service centre. Bus services run from Ripon via Harrogate to Leeds every 20 minutes and between Harrogate and Knaresborough every 10 minutes. Half-hourly services operate from Harrogate via Wetherby to Leeds and hourly services operate to Bradford via Otley, to Pateley Bridge and to Boroughbridge via Knaresborough. A two hourly service operates to Skipton. Residential areas at Jennyfield, Bilton, Pannal Ash, Hornbeam Park and Crossways have a half-hourly or better service.

Additionally, the service centre has direct access to Leeds Bradford International Airport with a service every 90 minutes from Harrogate. However, for those communities not on the main radial routes the bus services are less frequent. Community transport, which encompasses social car schemes, dial-a-ride and other
group transport seek to provide access to services for those people without access to private or public transport. Harrogate and District Community Transport have established and developed Harrogatecarshare.com primarily to increase access to employment for those living in the hinterland.

Main Issues
A detailed study of the areas has been carried out to identify the main issues and develop a strategy to address them. In common with most large towns and cities Harrogate is experiencing continuing growth in personal transport. Furthermore, the proximity of Harrogate and the surrounding area to the major urban centres of Leeds and Bradford make them attractive locations for people to live whilst still enabling jobs in the cities to be accessed on a daily basis.

The combination of Harrogate being a major attracter for tourism, exhibitions and conferences, along with increased personal travel within the town and the daily commuting of people to and from the Leeds and Bradford conurbation results in high volumes of traffic and congestion both within the town and on the radial routes, particularly on the A661, A61 and A658 to the south of the town.

Looking to the future the implementation of strategic planning proposals could exacerbate the current transport problems. Concentration of future housing within Harrogate and Knaresborough will lead to increased demand to travel within the congested area. Similarly, the Northern Way Growth Strategy, which seeks to concentrate growth in the main cities, will have a far-reaching effect on the demand to travel to and from Leeds and the surrounding area. There is a concern that there will be an increase in the demand to travel on the already congested road and rail routes to and from Harrogate and Leeds.

Harrogate Borough Council has identified the A59 Skipton Road, Harrogate as a location where there is a possible or probable future ‘exceedance’ of Air Quality limits for Nitrogen Dioxide (NO2) and PM10. Three schools are located on a section of the A59 where traffic is constantly queuing throughout the day.

The Leeds–Harrogate–York railway line passes through the towns with the main stations located adjacent to the Harrogate Bus Station on the A61 at Station Parade and Knaresborough. A detailed study of the line has been carried out in partnership with METRO and City of York and a Delivery Plan produced setting out the recommended short, medium and long-term improvements for the line. Due to the restricted length and frequency of trains to and from Leeds overcrowding occurs on trains, particularly in peak hours. The length of platforms along the route governs train lengths. A number of platforms on the route are only capable of receiving trains up to three cars in length. Train frequencies are constrained by speed restrictions between Horsforth and Harrogate, sections of single track between Knaresborough and York, a signal system which although safe is very old technology and the capacity for accepting/laying over trains at York and Leeds Stations.

Safety, particularly on the A59 Skipton to Harrogate road is an issue. In 2005, the road featured in the AA EuroRAP report as a “persistently high risk route” although the report recognised that the number of killed and seriously injured accidents had reduced. The strategy will look to address issues relating to road safety on the A59 Skipton to Harrogate road building on safety schemes being carried out as part of the current LTP.

As stated earlier whilst there is a good bus service on the main radial routes to and from Harrogate and within the town, access from those communities to the key services within the town for those without access to a private car is an issue.

In summary the main issues that need to be addressed are:

- Congestion within the towns of Harrogate and Knaresborough
- High volume of commuting between Harrogate and Knaresborough and the hinterlands to and from the cities of Leeds and Bradford which result in congestion on both the road and rail network
- Capacity/frequency and quality of trains on the Leeds–Harrogate–York line
- Road safety particularly on the A59 Harrogate to Skipton route
- Air quality particularly on the A59 Skipton Road, Harrogate
- Access to the key services in
Harrogate and Knaresborough from those communities not lying on the main radial routes through the service area

- Assessment, in partnership with the Borough Council in the preparation of its LDF of the transport impact and mitigation measures needed in relation to any urban extensions that may emerge
- Managing the high volume of visitors to the towns and surrounding area for both conferences and tourism

The proposals to address the issues identified above have been developed through detailed studies and extensive public consultation. These are set out in the Harrogate Congestion Action Plan included in Annex M.

Helmsley and Kirkbymoorside

Description of the Area

- Population ........................................11,648
- Percentage of households with no car .................14%
- Service Centre Area ..............................................221 square miles

Helmsley and Kirkbymoorside are located on the A170 Thirsk to Scarborough road, which passes east to west from Thirsk to Scarborough along the northern edge of the Vale of Pickering. Part of the hinterland is in the North York Moors National Park and part is in the Howardian Hills AONB.

Both towns have a range of community facilities, including libraries, medical services, small food stores, post offices, garages, hotels and primary schools, and local employment is provided for in these and in a number of speciality retail outlets, particularly in Helmsley, and at two small light industrial estates located in each of the towns.

The outlying villages, particularly those on the escarpment of the North York Moors and in the Vale of Pickering, rely to a major extent on the two centres for many of their local needs, though those located to the east of the service centre area tend to rely more on Pickering, those to the south on Malton and Norton and those to the west on Thirsk.

Main Issues

The County Council has already developed a Traffic Management Strategy for Helmsley and the implementation plan is well underway. Yorkshire Forward has led on the development of a Renaissance Market Town Initiative covering the towns of Helmsley, Kirkbymoorside and Pickering. The outcomes from this initiative have been included within the current Helmsley Traffic Management Strategy where appropriate and when developed the service centre strategy will need to revisit this work to check if funding opportunities exist for other measures, especially in Kirkbymoorside. The Council enjoys close partnership with the District Council and the North York Moors National Park Authority which is essential to the successful development and implementation of the strategy, the main issues for which are expected to include:

- The development of measures aimed at addressing concerns relating to the adverse impact of tourist traffic whilst recognising its importance to the local economy, which is recognised in the Community Investment Prospectus (CIP) for this area as a vital issue.
- Need to improve accessibility for child care and other facilities; a problem regarded in the CIP as a barrier to economic development, particularly for families in the outlying villages which have bus services operating under contract to the County Council at less than two hour frequency off the main road corridors.
- The B1257 to the north of Helmsley is popular with motorcyclists and forms part of the current Motorcycle Enforcement Campaign network of high risk routes. Issues identified on this route will continue to be considered and addressed in partnership with North Yorkshire Police.
- The potential for bus interchange facilities in Helmsley market place will need to be revisited to improve interchange with both school buses, the Moors Bus network and local bus services, together with passenger waiting facilities at Kirkbymoorside.
- A need to address road safety along the A170, particularly the stretch between Helmsley and Kirkbymoorside.
- A need to identify and provide safer routes for pedestrians and cyclists between villages and in some village locations.
Leyburn

**Description of the Area**
- Population ......................... 7613
- Percentage of households with no car ......................... 13%
- Service Centre Area ..................... 145 square miles

Located within the district of Richmondshire at the junction of the A684 and A6108, Leyburn provides local services for a large part of Wensleydale and is a popular destination for tourists visiting the area. It provides local health services via a new health centre and a dental practice. The town has three schools, library, range of local shops, two local supermarkets, rail station, fire station, police station, cinema and tourist information office. The service centre strategy area would extend outwards from the centre of Leyburn to outlying villages such as Wensley, Bellerby, Constable Burton and Middleham.

The service centre does not have direct access to the national rail network, however Wensleydale Railway operates between Redmire and Leeming Bar and it is an aspiration of the Wensleydale Railway Company to re-open the line initially to Northallerton Station and ultimately throughout the dale to Garsdale Station. All local bus services in the area are provided under contract to the County Council and operate with modern low floor vehicles. An hourly frequency bus service operates to Bedale, with onward connections to Northallerton and Richmond. Outlying villages have a less than hourly frequency bus service.

**Main Issues**
- The County Council has adopted traffic management strategy (TMS) for Leyburn and the implementation plan is entering its first full financial year. The TMS has considered issues relating to the economic impact of long stay parking in the market place area and will continue to work with the Town Council and the District Council on this issue. The service centre strategy, when developed, will also revisit this issue in partnership with stakeholders.
- The TMS implementation plan contains proposals for a 20mph speed limit in Leyburn Market Place and other speed reducing measures on the approaches to the town and also outside the schools situated on the A6108 Richmond Road.
- The TMS is also contributing funding towards the provision of improved passenger interchange facilities at Leyburn Railway Station in partnership with the Wensleydale Railway Company and the service centre strategy will look to strengthen this partnership approach and may also look towards exploring the potential for transferring some quarry traffic onto rail.
- Issues relating to accessibility from outlying villages will be a key consideration such as the provision of a pedestrian route between Leyburn and Bellerby. This issue was also highlighted in the Mid-Wensleydale Community Investment Prospectus (CIP).
- Racehorse training facilities located at Middleham present equestrian issues for the strategy to consider such as the presence of horses on main highways.

Malton and Norton

**Description of the Area**
- Population ......................... 27,534
- Percentage of households with no car ......................... 17%
- Service Centre Area ..................... 268 square miles

Malton and Norton are located within the district of Ryedale to the south of the A64 which bypasses the two towns and are roughly equidistant from Scarborough and York.

They serve as major service centres for a large rural hinterland stretching from the southern boundary of the County with the East Riding of Yorkshire to the River Rye in the north and from Staxton in the east to Sheriff Hutton in the west. As such, this is geographically the largest of the service centre areas in North Yorkshire.

Many of the villages situated in the west of this area will undoubtedly look to York for their main services and those at the eastern end of the area, to Scarborough. Nevertheless, for many villages in this large rural area, Malton in particular, is regarded as the natural market town for most day to day services.

The River Derwent and York to Scarborough railway line bisect Malton and Norton limiting vehicular and foot access between them to County Bridge across the River Derwent, which is located to the north of the
railway level crossing. There is, however, a railway station at this location which is also adjacent to the bus station, through which the half hourly service to York and Leeds operates. There is also an hourly service to Pickering and the coast. Bus services to the outlying villages are operated under contract to the County Council. The two towns form the largest settlement in the Ryedale area; Malton being the administrative centre for Ryedale District Council.

Malton provides a range of services and facilities, its retail centre consisting of some of the national and multiple retailers, in addition to a large supermarket on Castlegate and a smaller one on Railway Street.

Malton has an attractive market place on which a market is held weekly and the majority of the buildings around the market place are Listed as being of architectural or historic importance.

Norton has a townscape of somewhat lesser quality, although the main east west street, comprising Church Street and Commercial Street is the main shopping street within Norton containing a number of small supermarkets, a range of small shops which cater for local needs, a post office and library. There are five schools in the two towns which also serve the outlying areas and a range of medical services.

Main Issues
A Traffic Management Strategy for Malton and Norton has been adopted by the County Council and the implementation plan is underway. The Malton and Norton Renaissance Market Town (RMT) Initiative was carried out during 2001 led by Yorkshire Forward. The RMT delivery plan will be reviewed as part of the development of the service centre strategy with a view to providing further funding opportunities for those projects that meet the objectives of LTP2.

The main issues which need to be addressed include:
- The area experiences problems linked to its peripheral location which results in pockets of deprivation in relation to access to services and employment. The strategy will need to explore which opportunities might be available to address these issues, particularly in view of the low frequency of bus services to and from the outlying villages, an issue highlighted in the CIP by Malton and North Area Partnership.
- The congestion and poor air quality problems in the town centre arise in significant part due to the inadequacy of the connections to the A64 Malton Bypass at its eastern and western ends. The strategy will need to consider further, with the Highways Agency, any opportunities for improved access onto the A64 at Malton and Norton and will assess the impact of the District Council’s various redevelopment options using the traffic model developed as part of the current Traffic Management Strategy.
- Localised congestion issues in the town such as those at Railway Street and Castlegate level crossing will be considered along with walking and cycling routes to schools. The B1257 Wheelgate/B1248 York Road junction, known locally as Butcher Corner, has a particularly poor air quality record, although it is presently insufficient for declaration as an Air Quality Management Area (AQMA). The service centre strategy will need to consider ways that this can be improved, although it is already acknowledged that improved links onto the A64 are fundamental to such improvements. The junction at Wheelgate, Castlegate and Railway Street and the level crossing, all give rise to issues of punctuality and reliability for the local and long distance bus services.
- The strategy will also need to look at ways to improve road safety in the villages located along the B1257 between Malton and Hovingham.
- It is likely that the service centre strategy will explore further the potential for rail reinstatement in the form of an extension of the North York Moors Railway which currently terminates at Pickering (see Section 5.3).
- During the preparation of its Local Development Framework, Ryedale District Council has identified the towns of Malton and Norton as centres for development. The strategy will seek to contribute towards this aspiration whilst balancing the impacts on the
transport network.

• Improvements to the bus and rail stations will need to be considered in order to enhance passengers experience and convenience, again an issue identified in the CIP.

• The need for further partnership working with Ryedale District Council to resolve issues relating to on and off-street parking; the charging rates and directional signing for the latter being a major issue identified by the Malton and North Area Partnership.

Masham

Description of the Area

• Population ........................................8296
• Percentage of households with no car .........................10%
• Service Centre Area........................................114 square miles

Masham is located on the A6108 to the north west of Ripon towards the centre of North Yorkshire. It provides local shopping facilities for the surrounding rural area and has a school and library. Masham has a tradition of brewing beer and there are two breweries which both generate significant tourism activity along with other attractions such as the craft centre. It is envisaged that the service centre area will extend towards Leyburn in the north covering villages such as Low Ellington. The southern part of the service centre area will take in settlements such as Kirkby Malzeard.

The service centre does not have direct access to the national rail network. The nearest direct access station is at Northallerton which requires a change of buses. All local bus services in the area are provided under contract to the County Council and operate with modern low floor vehicles. Public transport access to Ripon, Northallerton via Bedale and Leyburn is available with services operating approximately every two hours.

Main Issues

• The service centre strategy will look at ways to improve access to key services from the surrounding rural hinterland, especially the difficulties associated with having limited access to hospital facilities and the need to maximise the potential for local employment opportunities afforded by the rural industrial park at Kirkby Malzeard. It is envisaged that community transport will have a role to play in addressing these issues.

• The location of, and facilities at, the main stops in the town centre will be investigated in order to address difficulties with access to public transport services and connections.

• The strategy will investigate ways of minimising the impact of tourist traffic whilst recognising the importance of tourism to the local economy.

• The strategy will also need to look at ways to minimise the impact of quarry traffic in the area.

Northallerton

Description of the Area

• Population ........................................25,473
• Percentage of households with no car .........................16%
• Service Centre Area ...........................................3137 square miles

Situated in the north of the County in the Vale of Mowbray, the county town of Northallerton is an administrative centre and has numerous hinterland villages that rely on the town for the provision of key services. The relatively large town centre provides a wide range of shopping facilities along with a large supermarket. The twice weekly market in Northallerton and annual fairs and events attract large numbers of visitors from the hinterland area and beyond. The town is located close to both the A1 and A19 trunk roads. There are eight schools, a college and library plus a leisure centre. Further residential and industrial development is also taking place. The Friarage Hospital provides strategic health services and accident and emergency facilities for a large part of North Yorkshire. It is envisaged that the service centre area will cover villages such as Ellerbeck in the east and Morton-on-Swale in the west. The service centre will also extend up to the County Boundary in the north and will cover villages such as Newby Wiske in the south.

The service centre has direct access to the national rail network with a station at Northallerton on the East Coast Main Line. The main line passes through Northallerton and the associated level crossings cause congestion which impacts upon journey time reliability for private and public transport alike. Local bus services are provided through a
mixture of commercial and contracted services. A half hourly service operates commercially to Bedale with modern low floor vehicles and a premiere specification contract operates hourly to Stokesley. Other key services are provided approximately two hourly to Richmond, Darlington and Ripon.

Public transport access to employment opportunities in Northallerton from the outlying areas is often limited, particularly from the large urban areas to the north.

**Main Issues**

- The County Council has adopted a traffic management strategy (TMS) for Northallerton and the delivery of schemes contained in the implementation plan is on-going. The TMS contains proposals such as improved pedestrian facilities at key junctions, the creation of a cycle route network, public transport infrastructure improvements and reduced speed limits. The TMS Implementation Plan also recognises the potential for developer contributions to schemes such as junction improvements that can also be linked to new residential developments.

- An important issue for the service centre strategy will be to explore ways to address accessibility problems caused by the remoteness of hinterland settlements.

- Within Northallerton itself, the service centre strategy will build upon the work being carried out as part of the current traffic management strategy implementation plan and the Renaissance Market Town initiative.

- The feasibility of producing a traffic model to assist in the assessment of development proposals in Northallerton is currently being considered. The Council will encourage Hambleton District Council to develop a master plan for development in order to aid this process.

- Proposals for the construction of a bridge over the railway at Low Gates on the A167 Darlington Road to the north of the town, which would relieve significant traffic congestion and remove a constraint to economic growth and development of the main industrial area in Northallerton, were included in the provisional Local Transport Plan, however following the meeting of the Regional Transport Board it is clear that funding for such a scheme will not be available in the foreseeable future. It will therefore be necessary as part of the SCTS continue to work closely with Network Rail and other partners on issues such as signalling, the operation of the level crossings and traffic management measures to seek to minimise the localised congestion in the town which impacts both on the private motorist and on the punctuality of bus services.

- The strategy will look closely at residents’ parking concerns and the possibility for providing coach parking facilities in the town to attract tourist coaches.

- The strategy will examine ways to improve access to employment opportunities in Northallerton from the outlying areas by both bus and rail.

- The County Council would like to see additional stopping trains on longer distance services at Northallerton and the service centre strategy will help inform discussions with Train Operators on this issue.

**North West Craven**

**Description of the Area**

- Population ................................6,585
- Percentage of households with no car ................16%
- Service Centre Area ..........................75 square miles

Located in the far west of the County this service centre strategy would cover Ingleton, High Bentham and the outlying areas such as Burton-in-Lonsdale. The A65 trunk road runs through the hinterland area along with the A687 and B6480; all these roads run into Lancashire. The key features of the local economy are tourism, farming, quarrying, retail and some local industries such as the fire extinguisher factory. Natural attractions in the form of caves, waterfalls and the Three Peaks Walk attract visitors to the area. The local industrial estate, quarry and Sedbergh School are the larger trip generators in the area.

The service centre has access to the national rail network with a station at Bentham on the Leeds to Lancaster line. Local bus services are provided by a mixture of commercial and contracted services which operate at
less than hourly frequency. Community transport services are provided from Bentham.

Main Issues
- The key issues for this service centre strategy will be related to its remoteness and the problems faced by the local community when accessing key services such as health care and hospitals. This remoteness however, is also a key strength of the area and the associated tourism is vital to the local economy. It is likely that the strategy will investigate the role community transport will play in mitigating some of these accessibility issues.
- The A65 trunk road runs through the hinterland area featured as a “persistently high risk route” in the 2005 AA EuroRAP report. The route is included in the current Motorcycle Enforcement Campaign and issues identified on this route through the service centre strategy will be looked at with the Highways Agency through the work associated with the York and North Yorkshire Road Safety Partnership ‘95 Alive’.
- The service centre strategy will also look ways to address traffic circulation issues in Ingleton.
- The strategy will also investigate whether there are any issues relating to the transport of timber by road from the Cam Fell and Greenfield forests.

Pateley Bridge and Nidderdale

Description of the Area
- Population ..............................6,810
- Percentage of households with no car .............................12%
- Service Centre Area ........................ 108 square miles

Located to the north west of Harrogate in the south of the County, Pateley Bridge is accessed via the B6265 and provides local services, such as shopping and local health services, for outlying rural settlements such as Lofthouse and Middlesmoor to the north. There is a library and two schools within Pateley Bridge and another school in nearby Glasshouses. Pateley Bridge lies at the heart of the Nidderdale Area of Outstanding Natural Beauty (AONB) and is a popular tourist destination. Tourism is therefore an important factor in the local economy for this area and a tourist information centre can be found in Pateley Bridge.

The service centre does not have direct access to the national rail network; the nearest access rail station is at Harrogate. The main bus service operates hourly to Harrogate, however public transport access for villages that do not lie along this route is very limited.

Main Issues
- Within Pateley Bridge there are road safety and congestion issues related to the narrow width of streets that results in pedestrians and vehicles competing for the same limited amount of space. During the tourist season these problems become more acute. The strategy will look at these issues to try and strike the correct balance between the needs of pedestrians, cyclists and motorised transport at all times of the year.
- The outcomes from Yorkshire Forward’s Renaissance Market Towns Initiative for Pateley Bridge will be assessed and any measures that contribute towards the achievement of LTP 2 objectives will be considered for funding as part of the service centre strategy.
- Access to Pateley Bridge from the outlying rural areas will be a key consideration as will access to more major centres for services such as health, education and employment e.g. Harrogate. Ways of improving accessibility to acute health care services will also be explored by the service centre strategy.
- The strategy will examine access to leisure and explore ways to encourage more travel to and within the AONB by public transport, particularly the opportunity for the introduction of modern low floor vehicles.
- Greenhaugh Quarry traffic originates from within this service centre area which causes significant disruption as it approaches Otley. Working with the quarry owners and other partners, the strategy will consider ways to reduce the impact of this traffic within the service centre area and beyond.
Pickering and Thornton le Dale

Description of the Area

• Population .................................. 11,690
• Percentage of households with no car ................................ 18%
• Service Centre Area ............................ 114 square miles

The town of Pickering and the nearby village of Thornton le Dale lie on the edge of the North York Moors National Park and both are bisected by the A170 Thirsk to Scarborough primary route. In the case of Pickering, it is located approximately 20 miles to the west of Scarborough with Thornton le Dale just under two miles to the west of the town. The A169 Malton to Whitby primary route forms a major junction in the town with the A170. Both these roads are major holiday routes providing access to Flamingoland zoo, the East Coast resorts and the North York Moors.

The railway station in Pickering is the southern terminal point of the popular North York Moors Railway which runs to Grosmont on the Middlesbrough to Whitby Esk Valley line. This is a volunteer run heritage steam railway which itself is a major tourist attraction.

Other tourist attractions include Pickering Castle and the nearby Flamingoland zoo and amusement park. The attractive village of Thornton le Dale also draws significant numbers of passing visitors during the summer months.

Pickering provides local services for both residents of the town and surrounding villages including a supermarket, good range of shops, post office, library, a weekly market and primary and secondary schools. There is no hospital but there are doctors, dental and pharmaceutical services.

The service centre does not have direct access to the national rail network; the nearest access being at Malton Station some nine miles away but is nevertheless served by a frequent bus service.

Local bus services are largely provided commercially and provide hourly or better east west links between Helmsley and Scarborough and to the south to Malton. Services to the north to Whitby and for the outlying villages within the influence of the service centre are less frequent and often poor, although access is improved during the summer with the introduction of the Moors Bus Service.

Main Issues

A Traffic Management Strategy was adopted by the County Council for Pickering in the autumn of 2005 and a smaller scale strategy was adopted for the nearby village of Thornton le Dale in 2004. The future service centre strategy will cover both towns and the surrounding settlements. Yorkshire Forward has led on the development of a Renaissance Market Town Initiative covering the towns of Helmsley, Kirkbymoorside and Pickering. The outcomes from this initiative are being included within the Pickering Traffic Management Strategy where appropriate and when developed, the service centre strategy will revisit this work to check if funding opportunities exist for other measures.

It is likely that the strategy will need to address the following issues:

• Seasonal congestion associated with summer tourist traffic in the area visiting attractions such as the North York Moors Railway, Pickering Castle and Flamingoland which generate almost 1.5 million visitors per year.
• Exploration of opportunities for sustainable transport for tourism together with an assessment of the impact congestion has on the punctuality and reliability of public transport and any possible mitigation measures.
• Identification of problems due to road haulage associated with forestry operations the area, and in this context will aim to build on the work of the North Yorkshire Timber Freight Quality Partnership on which the Council is the lead partner. This issue was also highlighted in the Pickering and Ryedale IDP.
• A need to explore the potential for rail reinstatement of the former Malton to Pickering line.
• The IDP also identified the disadvantage suffered by the rural hinterland, especially those villages to the north in the National Park due to their distances from main transport corridors and the infrequent bus services to them.
• The key congestion location in Pickering, the A170 Ropery junction, and the need to link any solution to this to a comprehensive redevelopment package for the areas adjoining Vivis Lane.
• The opportunity for further improvements of interchange facilities in Pickering, and to a lesser extent Thornton le Dale, between connecting bus services.

**Richmond and Swaledale**

**Description of the Area**

- Population: 20,193
- Percentage of households with no car: 15%
- Service Centre Area: 244 square miles

Located in the north west of the County, this service centre strategy will cover the town of Richmond and the rural hinterland area to the west and north. The town of Richmond provides a wide range of facilities for the surrounding settlements including a superstore. It has seven schools, library, health facilities, theatre and a sports centre. Richmond is also a popular tourist facility with a castle, a number of museums and an historic centre. The A6108 runs east to west through Richmond and the A6136 links Richmond and Catterick Garrison to the south. To the west of Richmond, the service centre area is characterised by a series of small villages located along the B6270 which run through Swaledale. The A66 trunk road is located in the north east of the service centre area.

Whilst the service centre does not have direct access to the national rail network, through fares are available to Richmond on connecting bus services to and from Darlington. Local bus services around Richmond are largely provided commercially and provide frequent services to Catterick and Darlington. Bus services within Swaledale, and around the villages to the north, are provided under contract to the County Council and operate less than hourly. Public transport access is also available to Northallerton and Leyburn. Community transport services are provided from Richmond and Reeth.

**Main Issues**

- A traffic management strategy for Richmond has been adopted by the County Council and the implementation plan is in progress.
- The Richmond and Catterick Garrison Renaissance Market Town Initiative was carried out during 2003/04 led by Yorkshire Forward and the ‘Town Team’. The Town Team’s delivery plan will be reviewed as part of the development of the service centre strategy. The service centre strategy will provide funding opportunities for those projects that meet the objectives of LTP 2.
- The service centre strategy will also seek to address problems associated with the poor access to Gallowfields Industrial Estate and congestion concerns outside the schools on Darlington Road in Richmond. A local safety scheme for Darlington Road is currently being designed with the capability of accommodating future cycling improvements as part of a wider cycle network in Richmond.
- Improvements are being made to passenger transport infrastructure in Richmond market place as part of the TMS and the service centre strategy will see whether further improvements need to be made. The Richmond and Catterick Garrison Community Investment Prospectus (CIP) identified the need to improve passenger transport waiting facilities in the town centre.
- A key issue for this strategy will be the need to improve access to services for small and remote rural communities to the west and north of Richmond whilst managing the impact of tourist traffic. The issue of poor public transport availability for the areas to the west of Richmond was also identified in Swaledale and Arkengarthdale.
- The service centre strategy will also investigate ways of reducing the impact of tourist traffic and parking in small villages such as Reeth during market days, whilst recognising the importance of these activities to the local economy. Sustainable tourism will be a key factor for this service centre strategy.

**Ripon**

**Description of the Area**

- Population: 23,492
- Percentage of households with no car: 17%
- Service Centre Area: 96 square miles

The City of Ripon is the main service centre for this area, having a population of 16,000 and being situated on the A61 almost midway between Thirsk and Harrogate. The
A6108, which commences in Ripon, runs northwards to Masham, Leyburn and Richmond, and the B6265 from Boroughbridge to Pateley Bridge, Grassington and Skipton also passes through the City. The City is the focal point for the outlying villages to the north and north west such as Sharow, Melmerby, Studley Roger, Risplith and Kirkby Malzeard, although those to the south will rely to at least an equal extent on Harrogate and Knaresborough for their main services. The City is the main service centre for some 8,000 people in its hinterland.

The City centre is of a high environmental quality with a market place, medieval street pattern and many historic buildings, including Ripon Cathedral. Ripon has a full range of facilities, including supermarkets, national retailers, post offices, library, hospital and other medical services, primary schools and a choice of secondary education.

The A61 Ripon Bypass was opened to traffic in 1996 and this removed a significant volume of traffic from the City centre streets. Subsequent extensive refurbishment work in the City centre led by the County Council with the support of Harrogate Borough Council and the Heritage Lottery Fund, has been the catalyst for the regeneration of the City which is now attracting new business. The County Council is continuing to aid regeneration and improve traffic conditions by contributing funding through LTP 1 towards a developer led relief road scheme to the west of the market place which will provide additional traffic relief to the market place and address localised changes to problems on Coltsgate Hill.

The service centre does not have direct access to the national rail network, though fares are available on connecting bus services to and from Harrogate which has the nearest rail station. Local bus services in the area are largely provided under contract to the County Council with the notable exception of the main Ripon–Harrogate–Leeds service which operates commercially every 20 minutes with modern low floor vehicles. An hourly service operates to Boroughbridge and York with two hourly or less to Masham, Thirsk and Knaresborough. Community transport services are provided from Ripon.

Much improvement to passenger waiting facilities has been made in recent years, including the developer creation of a new bus station and the improvements the County Council has made along the key corridor to Harrogate. It is envisaged that further improvements will be made with the introduction of real time passenger information and additional facilities for passengers in the residential areas of the town.

Main Issues
Despite the relief provided by Ripon Bypass, there is still a significant volume of local and through traffic travelling on roads within the City. This is exacerbated by the necessary use by some of this traffic of roads and streets in the historic core with widths of less than 5m and tortuous alignments.

This is one of the main issues to be tackled in the City and which will be addressed in part by the developer led relief road scheme referred to earlier, but there are a number of other initiatives both in the City and in the outlying areas, principal amongst which are:

- Congestion into and out of Ripon causing punctuality problems with one of Harrogate and District Travel’s flagship routes will require measures and further promotion of this service to ensure continued improvements and further increases in patronage.
- Localised congestion on High and Low Skellgate, Somerset Row, Firby Lane and Westgate giving rise to environmental problems and possible future declaration of Skellgate as an Air Quality Management Area.
- Priority measures for pedestrians and cyclists as further extensions of the City Centre environmental improvements are considered.
- Traffic and accessibility issues associated with tourist facilities in the area such as Fountains Abbey, Studley Royal and Lightwater Valley will have to be considered along with accessibility issues identified by people living in the hinterland villages.
- The A61 links Ripon and Harrogate and a package of road safety improvements have been introduced on this route as part of LTP 1. However, despite the
reduction in killed and seriously injured casualties, it is likely that the service centre strategy will have to consider ways to further improve safety on this route.

- The County Council has investigated the feasibility of reopening the rail line between Ripon and Harrogate and an extension to the East Coast Main Line at Thirsk or Northallerton. It is envisaged that the service centre strategy will continue to evaluate the potential for this link.
- The possibility of the District Council allocating significant new housing allocations in Ripon as part of its LDF will emphasise the challenge of reducing congestion in the City, and ensuring there is adequate complimentary provision of retail, leisure and employment development thereby reducing the need to travel.
- Increasing need for further partnership working with the Borough Council to ensure that management and charging for on and off-street parking contributes to demand management thereby seeking to reduce congestion.

Scarborough

Description of the Area

- Population ......................... 74,648
- Percentage of households with no car ......................... 32%
- Service Centre Area ...................... 98 square miles

Scarborough, with a population of over 62,000, is the second largest conurbation in North Yorkshire. It is also the principal tourism destination in the County, and the resident population in the town increases to over 180,000 in the summer months. Scarborough is situated at the eastern end of the A64 trunk road which provides the main road link westwards to the A1, York and Leeds. It is also at the eastern end of the A170 primary route which provides a link westwards to the A19 and Thirsk. The two main north south primary routes are the A165 and A171, the former providing the route southwards to Bridlington, Beverley and Hull and the latter northwards to Whitby and Teesside.

The town is a major focus for the communities in its hinterland for most community, employment, education and health facilities, including national retailers, major supermarket operators, primary and secondary schools and the principal hospital on the east coast. Scarborough, because of its size and location at the eastern edge of the County, has a much wider sphere of influence than most other service centres in the County, and many of the communities strung along the A64, A170, A171 and A165 beyond the national boundary of this service centre area, rely on the wide ranging services available in the town.

The service centre has direct access to the national rail network with stations at Scarborough and Seamer on the Scarborough–Bridlington–Hull and Scarborough–Malton–York lines. An extensive network of local bus services are largely provided commercially and are operated with modern low floor vehicles. Scarborough and much of the hinterland have hourly or better services to and within the service centre and to destinations within the National Park to the north and south into East Riding of Yorkshire. Community transport (CT) services are provided by a large CT operator in Scarborough.

Main Issues

As a consequence of the size, location and popularity of the town, Scarborough suffers from a range of problems arising from the resultant traffic congestion, although this is no longer confined to the summer season as the pattern of visitor numbers has altered significantly in recent years.

These problems were formally recognised in the approval given by Government Office, to the Scarborough Integrated Transport Strategy (SITS). SITS involves the provision of a local bypass on the A165, and two 400 space park and ride sites. It also includes a range of improvements within the town centre road network and the Urban Traffic Control system, aimed at maximising the operational efficiency of the proposed park and ride services and other scheduled bus services operating in the town through bus priority measures and punctuality improvement plans. It is important to recognise, however, that SITS will need to be revisited and the strategy extended to more adequately address the shared objectives set out in LTP 2. This further work will need to address the ongoing and wider transport related...
problems associated with the tourism traffic. Equally, however, it will need to acknowledge the narrow economic base of the town, the high unemployment rate which presently prevails and the fact that some wards suffer from high levels of social deprivation; all issues which are actively being addressed. Transport measures will need to be developed to specifically address these issues, especially as the Borough Council is vigorously promoting major leisure, commercial and residential development initiatives at the North Bay, Scarborough Business Park and Middle Deepdale, respectively. The recent development of a traffic model for Scarborough will assist this process.

Because of the reliance on the town by the many communities located alongside the A64 trunk road and other primary routes leading to Scarborough, the service centre strategy will need to consider how to improve accessibility and safety for these villages for all modes of travel. Some of the other main issues which will need to be addressed are:

- Expanding and pressing the case for new infrastructure investment, particularly in terms of the wider economic case, in relation to the future well-being of Scarborough and the east coast hinterland for longer term major improvements of the A64.

- Development of the working relationship with the Borough Council’s recently formed Transport Forum to ensure a full understanding of the respective aspirations of that body and those of the County Council.

- Further investigations into a possible rail siding at Seamer for timber movement.

- Assessment of the impact of cross-boundary trips into and from the adjacent East Riding of Yorkshire (see Cross Boundary Action Plans).

- Access to health in Scarborough has been identified as a priority in the Accessibility Strategy (see Annex B) and will be investigated early in the LTP 2 period. The service centre strategy will have an opportunity to review and evaluate any interventions that have been implemented and to determine what further improvements may be needed.

- Assessment, in partnership with the District Council in the preparation of its LDF of the transport impact and mitigation measures needed in relation to the major development initiatives envisaged for the North Bay, Middle Deepdale and at Scarborough Business Park.

Selby

Description of the Area

- Population .............................50,992
- Percentage of households with no car ..............................18%
- Service Centre Area ..............................148 square miles

Situated in the south of the County, the Selby service centre strategy area shares boundaries with the East Riding of Yorkshire, City of York and Wakefield.
Along with Tadcaster and Sherburn in Elmet, Selby forms part of the Three Towns Initiative being carried out by Yorkshire Forward.

The County Council will be working with Yorkshire Forward on this initiative and the service centre strategy, when developed, can provide funding opportunities for measures that help contribute towards the achievement of the LTP 2 objectives and also support the aim of the Regional Economic Strategy to build a new economic base in the Selby district following the cessation of coal mining in the area. The strategy will have to be flexible enough to respond to the changing land use patterns. Some of the other issues which will need to be addressed as part of the development of the strategy are:

- Cross-boundary commuting in this area is a significant issue (see section 5.1). Cross-boundary partnership working will be essential on issues relating to access to employment and road safety on key routes such as A19, A63 and commuting.
- The County Council will continue to work closely with Selby District Council on this Local Development Framework regarding accessibility planning and the transport implication of the land use allocations, especially as it is believed the District Council will wish to allocate the majority of its new housing in Selby over the next ten years.
- Work carried out as part of LTP 1 identified the Selby Central Ward as displaying road casualty problems that may be linked to deprivation. Interventions to address this are being introduced as part of the current Traffic Management Strategy and the new service centre strategy, when developed, will have to reflect on the extent of their success.
- The service centre strategy will also need to consider implications of the new A1(M) Darrington to Dishforth improvement, together with the de-trunking issues relating to the A63 and the old A1.
- Many of the public transport routes operate cross-boundary into West Yorkshire, South Yorkshire and York where significant investment into real time passenger information has been made. The service centre strategy can take advantage of this investment and working in partnership with these neighbouring authorities the bus operator can introduce Real Time Passenger Information (RTPI) in the Selby area to improve information, reliability and confidence.
- Cross town heavy goods vehicle movements are still perceived to be a problem despite the opening of the A63 Selby Bypass. The County Council has recently introduced HCV restrictions in the town centre designed to address the problem and the effectiveness of these will need to be carefully monitored and augmented if necessary.
- The strategy will look to address issues relating to road safety on the A19 to the south of York in partnership with City of York Council building on safety schemes being carried out as part of LTP 1. This section of the A19 featured for the first time in the 2005 AA EuroRAP report as a “persistently high risk route”.

Settle

Description of the Area

- Population .........................8,831
- Percentage of households with no car ..............................16%
- Service Centre Area ......................... .............................160 square miles

The rural hinterland of Settle is within the Yorkshire Dales National Park. The main routes within the service centre area are the A65 trunk road, which runs from the south east to the north west of the service centre area and to the south of Settle itself, along with the B6479 which runs to the north of Settle. The Yorkshire Dales Cycleway is located in the service centre area. The key features of the local economy are tourism, farming, quarrying and other local industries such as a paper mill, major dairy and a riding school. Natural visitor attractions such as Malham Tarn, Malham Cove and Gardale Scar can be found in the area. The larger trip generators in the area are Settle High School, Sowarth Field Industrial estate, Giggleswick School, local quarries and Settle Rugby Club. The local community is very sensitive to the impact of quarry traffic in the area and in response to this, the County Council led on the introduction of a Freight Quality Partnership.
The service centre has direct access to the national rail network with stations at Settle and Giggleswick on the Settle to Carlisle and the Leeds to Lancaster lines. Local bus services are provided by a mixture of commercial and contracted services. An hourly service operates to Skipton, whilst services to Ingleton and beyond and north to Horton in Ribblesdale operate at less than hourly frequency. Many communities in the service centre area have limited access to public transport. Community transport services are provided from Settle and Bentham.

Main Issues
• Issues relating to public transport accessibility and tourist traffic will have to be addressed by continuing to work in partnership with the National Park Authority and Craven District Council on issues relating to sustainable transport and tourism. It is envisaged that measures to address issues relating to parking problems in Settle and the outlying communities will be a key component of this service centre strategy.
• Yorkshire Forward is leading on a Renaissance Market Towns Initiative for Settle town centre and through the service centre strategy the Council will be able to assess the outcomes from this initiative and provide some funding to introduce those measures that will contribute towards the achievement of LTP 2 objectives.
• It is envisaged that the service centre strategy will identify issues associated with quarry traffic travelling through settlements that can be addressed by working with the Freight Quality Partnership, on which the Council is a lead partner. It is likely that timber movement may be an issue for the service centre as a large plantation, Greenfields, is soon to be harvested located north of the hamlet of Newhouses and there is no obvious route to the main road network.
• The A65 trunk road runs through the hinterland area to the south of Settle and featured as a “persistently high risk route” in the 2005 AA EuroRAP report. The route is included in the current Motorcycle Enforcement Campaign and issues identified on this route through the service centre strategy will be looked at with the Highways Agency through the work associated with the York and North Yorkshire Road Safety Partnership ‘95 Alive’. The service centre strategy will also seek to encourage the Highways Agency to bring forward proposals to address issues related to traffic in settlements along the A65, such as Long Preston for example.
• The strategy will also need to look at ways to minimise the impact of the intrusion of traffic in sensitive areas. A review of signing may be required as part of this work.
• Public transport along the main bus routes could benefit from investment in modern low floor vehicles.
• In the rural hinterland, where conventional scheduled public transport is not viable, the service centre strategy will investigate ways to extend and enhance the demand responsive and community transport services that provide access to key services for those communities.

Sherburn in Elmet and South Milford

Description of the Area
• Population........................................14,937
• Percentage of households with no car..............................15%
• Service Centre Area .................................................45 square miles

Sherburn in Elmet and South Milford are situated to the west of Selby near the boundary with Leeds and Wakefield Metropolitan Districts. The two communities are situated on the A162 Tadcaster to Ferrybridge road which forms a crossroads with the B1222 east west route just to the east of Sherburn. The A63 trunk road Selby Fork, A1(M) to Selby road crosses the A162 just south of South Milford. The A162 bypass of the two communities was opened to traffic in 1993.

The service centre has direct access to the national rail network with stations at Sherburn in Elmet (approx 1km east of the town centre) and South Milford, Church Fenton and Ulleskelf on the Selby to Leeds and York to Leeds lines. Local bus services are provided by a mixture of commercial and contracted services and are operated with modern low floor vehicles. A half hourly commercial service operates to Leeds and Selby and north south services
between Tadcaster and Pontefract operate hourly under contract to the Council. Smaller communities to the east of Sherburn in Elmet have infrequent public transport. Community transport services are provided from Sherburn in Elmet and Selby.

Whilst many key services are provided locally, for many residents of this service centre area Leeds is the destination for employment, leisure and shopping trips. From the whole of the Selby District area 66% of all journey to work trips are cross-boundary and primarily into the Leeds area.

Main Issues
Along with Selby and Tadcaster, Sherburn in Elmet forms part of the Three Towns Initiative being carried out by Yorkshire Forward.

The Council will be working with Yorkshire Forward on this initiative and the service centre strategy can provide funding opportunities for measures that help contribute towards the achievement of the LTP 2 objectives and support the aim of the Regional Economic Strategy to build a new economic base in the Selby district.

Issues which will need to be addressed include:
- The levels of cross-boundary trips into the Leeds Metropolitan area, especially as the Northern Way growth strategy envisages the significant additional growth for the Leeds City Region.
- Despite the good rail links into Leeds and York, it is likely the strategy will have to look at ways to try and address issues associated with car journeys to rail stations outside the County area due to cheaper fares and more frequent journeys from stations in West Yorkshire. Proposals currently being considered by the Office of Rail Regulation (ORR) for improvements to the rail services, together with the relocation and development of the station at Micklefield will also impact on commuter traffic flows and will need to be considered in partnership with West Yorkshire PTE and stakeholders in the rail industry.
- HCV movements through Sherburn and South Milford are still significant despite the eastern A162 bypass of the two Counties.
- HCV movements along the old A1 through Brotherton and Fairburn on completion of the new A1(M) diversion are of concern to those communities and potential area wide restrictions will need to be considered.
- Yorkshire Forward is considering the development of an ECO village at the site of the former mine at Gascoigne Wood which could have significant traffic generation implications.
- British Gypsum has been granted planning permission to extend their plasterboard factory at Sherburn which will have implications in terms of additional HCV movements in the area. The required Freight Travel Plan will need to be monitored as part of the strategy.
- The B1222 and the A162 are popular with motorcyclists and both are included in the Motorcycle Enforcement Campaign. It is likely that the service centre strategy will identify further issues associated with motorcycles and road safety.
- Rapidly expanding housing allocations included in the Local Plan will require close working with the District Council and a number of other partners as will the growth of industrial estates and other redevelopment.
- It is likely that the service centre strategy will examine the accessibility of Leeds and the outlying communities and issues in relation to bus service punctuality.

Skipton
Description of the Area
- Population ............................24,115
- Percentage of households with no car ..............................22%
- Service Centre Area ........................ 107 square miles

Located in the district of Craven, the service centre strategy for Skipton will cover an area sharing borders with both Bradford and Lancashire. Skipton is the major market town in Craven and as a result, provides key services for a large part of the service centre area. Skipton also serves as an administrative centre for local government and banking. The A65 trunk road runs through the service centre area along with the A59 and A629 which run to Lancashire and Bradford respectively. The Leeds & Liverpool Canal also runs through the
service centre area. Visitors are drawn to the area by a range of local attractions, for example Bolton Abbey, Embsay Steam Railway and Skipton Castle, and events such as markets, Skipton Sheep Days and Victorian Weekends. The service centre also has a library, tourist information centre and local hospital. The service centre strategy will cover Skipton and the surrounding settlements such as Bolton Abbey, Carleton, Embsay, Eastby and Gargrave. The larger trip generators in the area are Ermysteads and Skipton Girls High School, Airville School and swimming baths and the Snaygill and Sandelands Industrial/Commercial Estates.

The service centre has direct access to the national rail network with stations at Skipton and Gargrave on the Airdale line. Local bus services are provided by a mixture of commercial and contracted services with some key routes benefiting from modern low floor vehicles. A half hourly service operates commercially along the Aire Valley to Keighley and hourly services operate to Settle, Leeds via Otley, Barnoldwick in Lancashire and north along Wharfedale. Less frequent services operate to Harrogate and Malham. Community transport services are provided from Skipton.

Main Issues
- Close partnership working with Bradford Metropolitan District Council, West Yorkshire PTE and Lancashire County Council will be essential to consider issues relating to cross-boundary travel and commuting.
- A traffic management strategy for Skipton has been adopted by the County Council and the implementation plan is in progress. The implementation plan contains measures to provide better cycling and walking facilities, safer routes to school, reduced speed limits and improvements to address safety and congestion problems in the town at key junctions such as Caroline Square. The service centre strategy will continue the work that is being carried out in partnership with Craven District Council to address issues relating to non-residential parking in residential streets and future development plans in the LDF.
- The Skipton Renaissance Market Town Initiative was carried out during 2003/04 led by Yorkshire Forward and the 'Town Team'. The Town Team's delivery plan will be reviewed as part of the development of the service centre strategy. The service centre strategy will provide funding opportunities for those projects that meet the objectives of LTP 2 and seek to address accessibility problems for the rural hinterland.
- The strategy will look to address issues relating to road safety on the A59 Skipton to Harrogate road, building on safety schemes being carried out as part of LTP 1. The A59 Skipton to Harrogate road featured in the 2005 AA EuroRAP report as a “persistently high risk route” although the report recognises that the number of killed and seriously injured accidents has reduced.
- It is envisaged that the potential for rail links to the Embsay Steam Railway will be explored as part of the strategy development to try to enhance the reputation of Skipton as a gateway to the Dales.
- The strategy will also seek to maximise the potential for tourism activities associated with the canals working in partnership with British Waterways.
- The service centre strategy will also seek to encourage the Highways Agency to bring forward proposals to address issues related to traffic in settlements along the A65, such as Gargrave for example.
- Measures to improve access by public transport will need to be considered, particularly in relation to congestion which impacts on reliability and in relation to passenger waiting facilities in the town centre and bus station.

Stokesley and Great Ayton

Description of the Area
- Population ...............................16,150
- Percentage of households with no car .............................12%
- Service Centre Area ........................104 square miles

Stokesley and Great Ayton are located to the north of the County near the boundaries with Middlesbrough and Redcar and Cleveland. Stokesley is situated on the River Leven and lies alongside the A172 north south route which bypasses the town to the east.
Great Ayton lies some three miles to the north east of Stokesley on the A173 Stokesley to Guisborough road. There is a great deal of commuter traffic to the conurbations to the north and most of this is by private car.

The service centre has direct access to the national rail network with a station at Great Ayton on the Esk Valley line, however, there are few journeys operated. Local bus services are provided by a mixture of commercial and contracted services. Better than hourly frequency bus services operate commercially to Middlesbrough and Redcar and an hourly service operates under contract to Northallerton. Many of the villages to the north and east of Stokesley have limited or poor access via public transport. Community transport services are provided from Stokesley.

Most of the local services, such as supermarket food shopping, secondary school and leisure centre are located in Stokesley, yet Great Ayton has the larger population.

Main Issues
Some of the main issues which will need to be addressed through this service centre strategy are:
- Poor accessibility of Stokesley and Great Ayton from the eastern part of the service centre area.
- Poor links between Stokesley and Great Ayton.
- Problems of HCV through traffic on the A173 through Great Ayton.
- Congestion in Stokesley on market days with displacement of parking into residential streets.
- Some localised tourist vehicle congestion in Great Ayton on summer weekends linked to the Captain Cook Birthplace Museum and North York Moors National Park.
- Active local farming and horse riding community whose needs will have to be fully considered.
- Major cross-boundary commuting issues will need to be assessed and addressed in partnership with neighbouring authorities to the north and an appropriate level of sustainability development and commuter journeys will need to be established.
- Access to the secondary school in Stokesley particularly from Great Ayton and the outlying areas together with associated congestion and safety issues outside the school.
- The role of the A172 Stokesley Bypass and its adequacy in relation to its purpose as there is concern that the traffic originating from villages to the south of Stokesley is short cutting through the town.
- The attractiveness and levels of use of the Esk Valley rail line and link to Middlesbrough, will need to be assessed in conjunction with the Esk Valley Rail Partnership and other partners.
- An already identified, a potential cycle route between Stokesley and Great Ayton estimated at a cost of £350,000 will need further consideration and evaluation.
- The B1257 to the south of Stokesley, which runs to Helmsley and beyond, across the North York Moors is a popular route with motorcyclists and forms part of the current Motorcycle Enforcement Campaign network of high risk routes. Therefore, any issues identified on this route will be considered in partnership with North Yorkshire Police.
- Recent de-registration of some commercial bus services have reduced accessibility to Middlesbrough and from some residential areas to the town centre. The interventions implemented will need to be reviewed as part of the strategy together with the role of community transport to provide access for outlying villages.

Tadcaster

Description of the Area
- Population .........................9,617
- Percentage of households with no car .............................17%
- Service Centre Area ............................34 square miles

Tadcaster lies on the River Wharfe just to the north of the A64 trunk road which forms a southern bypass of the town. It is located only four miles from the boundary of the Leeds Metropolitan District Area and some eight miles west of York. The A162 runs south from Tadcaster to the A1(M) at Ferrybridge and the A659 runs north west towards Boston Spa and the A1(M) just south of Wetherby. Many of the communities in the rural parts of this service centre area rely on Tadcaster for supermarket shopping, the local market in the town, medical
services, leisure facilities and secondary education, although those situated in the eastern part of the area also gravitate towards the City of York.

Tadcaster has three major breweries in the town which provide significant employment for the local community, but there is also a very high proportion of cross-boundary commuter shopping and leisure trips into the Leeds Metropolitan District and the City of York.

The service centre does not have direct access to the national rail network, the nearest station being York, where a frequent bus service operates. Local bus services are largely provided commercially with many operating with modern low floor vehicles. Better than hourly bus services operate commercially to Leeds, York and Harrogate and villages to the south have access via an hourly service under contract to the Council. The villages between Tadcaster and York north and south of the A64 have less frequent bus services. Community Transport services are provided from Tadcaster and Selby.

Main Issues
A Traffic Management Strategy for Tadcaster has already been adopted by the County Council with an associated implementation plan. Along with Selby and Sherburn in Elmet, Tadcaster forms part of the Three Towns Initiative being carried out by Yorkshire Forward. The Council will be working with Yorkshire Forward and the District and Town Councils on this initiative.

When developed, the service centre strategy will provide funding opportunities for measures that help contribute towards the achievement of the LTP 2 objectives and support the aim of the Regional Economic Strategy to build on new economic base in the Selby district.

- The area has generally good passenger transport links but the service centre strategy will need to investigate the potential for further improvements particularly for the villages situated on either side of the A64.
- The potential for improved access to local employment opportunities such as the Throp Arch Trading Estate located just outside the County Boundary, will need to be explored.
- The improvement of the junctions onto the A64 at the eastern end of Tadcaster and at the A162 junction will need to be pursued with the Highway Agency in order to secure a reduction in unnecessary traffic (especially heavy goods vehicles) passing through sensitive parts of the town.
- The central area of Tadcaster is a Conservation Area and a sensitive approach with Renaissance Market Town partners will be essential in addressing town centre congestion, road safety and traffic circulation issues identified in the Traffic Management Strategy, and the RMT ‘Vision for Tadcaster’.
- The local secondary school is remote from the town and planned footway/cycleway connections will need to be progressed as quickly as possible.
- The A64 trunk road has a restricted number of junctions and therefore causes a degree of severance and as central refuge gaps are closed for safety reasons, the resultant problems for some local farmers with holdings on both sides of the route will need to be addressed alongside the need to consider better pedestrian, cycle and horse riding crossing facilities.

Thirsk
Description of the Area
- Population............................14,495
- Percentage of households with no car .........................15%
- Service Centre Area ......................75 square miles

Located centrally within the County in the Vale of Mowbray near the A19, A168, A170 and A1, Thirsk is well served by strategic road links but the steep gradient of the A170 at Sutton Bank causes problems for heavy commercial vehicles and is regularly blocked causing congestion in Thirsk on the alternative routes. Thirsk is located on the edge of North York Moors National Park and the service centre area would also cover outlying settlements such as Carlton Miniott, Sutton-under-Whitestonecliffe and Knayton. Thirsk is a popular tourist destination with local attractions such as the James Herriot Museum. A twice weekly market also attracts visitors to the town and the racecourse generates a significant number of trips. Other local facilities include a wide
range of shops, tourist information centre, local hospital, schools, swimming pool, cinema, fire, police and ambulance stations.

The service centre has access to the national rail network with a station at Thirsk on the East Coast Mail Line. Local bus services in the area are largely provided under contract to the County Council. Other than the corridor via the station to Carlton Miniott where a half hourly service operates, bus services in this service centre operate at less than hourly frequency. Key links to Ripon and Northallerton are available as is access from the surrounding villages into Thirsk town centre. Community Transport services are provided from Thirsk.

Main Issues
- The Thirsk Renaissance Market Town (RMT) Initiative was carried out during 2002 and the delivery plan will be reviewed as part of the development of the service centre strategy. The service centre strategy will provide funding opportunities for those projects contained in the delivery plan that meet the objectives of LTP 2.
- The strategy would take account of the work carried out by the Sutton Bank Freight Quality Partnership on which the County Council is a lead partner.
- The service centre strategy will aim to address poor accessibility from the hinterland villages, particularly those located in the east of the area towards the North York Moors National Park.
- The recent de-registration of commercial services in the area provides challenges for the County Council's revenue budgets. It is anticipated that the strategy will examine the extent to which revised local bus services continue to meet the access needs of communities, together with access to the rail station, which is approximately 2km west of Thirsk town centre. The scale of car parking charges at the station, which results in motorists parking on the adjacent highway network, is also an issue for consideration.
- Issues associated with visitors to attractions in Thirsk, such as the James Herriot Museum and the racecourse, will need to be considered as well as those linked to outlying facilities such as the Sutton Bank Visitor Centre. The RMT Initiative identified concerns relating to access to public transport from outlying villages and traffic congestion in the town centre on market days.
- The County Council would appreciate additional stopping trains on longer distance services at Thirsk and the service centre strategy will help inform discussions with Train Operators on this issue.

Whitby and Esk Valley

Description of the Area
- Population: 25,988
- Percentage of households with no car: 27%
- Service Centre Area: 189 square miles

This service centre strategy area is located in the north east of the County and covers the town of Whitby on the east coast and extends along the Esk Valley to the west and the coastal margins to the south east and north west of the town. This area exhibits problems linked to its peripheral location and the remoteness of some of the settlements in the rural hinterland which result in pockets of deprivation in relation to access to services and employment.

Whitby and the hinterland are served by the A171 principal road which runs from Scarborough to the south via Whitby and then westwards to Guisborough and the Teesside conurbation. The A174 also connects Whitby with the settlements along the north east coast and then into the adjacent area of Redcar and Cleveland. The roads serving the rural hinterland along the Esk Valley and on the North York Moors plateau form a network of B and C class routes which are generally adequate for their purpose but which can be vulnerable in severe winter weather because of their remote and/or elevated and exposed locations.

The service centre has access to the national rail network with stations at Whitby and along the Esk Valley. The Esk Valley Rail Line operates as a community rail partnership and as such has greater freedom to vary the timetable and fares. Local bus services in the area are provided largely commercially with better than hourly services to Teesside and Scarborough.
and less frequent services across the moors to Pickering. Services along the Esk Valley operate under contract to the Council and are infrequent. Community transport services are provided from Whitby.

Whitby provides the focus for all of the communities in this service area for main food shopping, leisure facilities and employment, albeit some of it seasonal, and secondary education. In the latter case, the Esk Valley rail line is a vital link for school children from the Esk Valley villages. There is a hospital in Whitby which serves the town and its rural hinterland.

**Main Issues**

There is a significant volume of commuting traffic to Teesside and seasonal congestion problems in Whitby. The strategy will explore the opportunities to address these issues. A Traffic Management Strategy for Whitby has been adopted by the County Council and the implementation plan which includes a proposed park and ride site and more effective parking controls in the town is in its third year. The Whitby Renaissance Market Town (RMT) Initiative was carried out during 2002 led by Yorkshire Forward. The RMT delivery plan will be reviewed as part of the development of the service centre strategy with a view to providing funding opportunities for those projects that meet the objectives of LTP 2 and support the aim of the Regional Economic Strategy to build a new economic base in the coastal and rural areas.

Other main issues are likely to include:

- The need for close partnership working with the North York Moors National Park and the Esk Valley Rail Partnership when exploring ways of addressing the accessibility problems due to the remoteness of parts of this area.
- The popularity of Whitby as a tourist destination, particularly by day visitors, puts significant pressure on the road network and parking facilities in the town, especially during the summer months and will need careful consideration and further development of initiatives which have been adopted as part of the adopted Traffic Management Strategy.
- Wood plantations on the northern edge of the North York Moors will come to harvest over the next few years which could cause problems in the rural communities due to the haulage of extracted timber.
- Because of its popularity as a venue for motorcyclists, the problems of motorcycle safety on the A171 and A169 will need to be addressed.
- Coach traffic into Whitby is being considered and the signing and parking facilities for these will be a major consideration.
- The smaller coastal resorts strung along the coast south and north of Whitby as well as some of the Esk Valley and Moors villages are popular tourist ‘honey pots’ and the management of visitor traffic to these will be a major issue to be addressed, along with the North York Moors National Park Authority.
- The location and elevation of many of the roads in the service area are vulnerable in extreme winter weather raising issues of accessibility for the outlying villages and for school bus services.
**APPENDIX 2**

**LTP Finance Forms (F11 and F12)**

**FINAL SECOND LOCAL TRANSPORT PLAN**
LTP-F11: Summary of support sought from local transport capital settlement

Plan: North Yorkshire
Contact Name: Trevor Clilverd
Telephone Number (with extension): 01609 532355

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**Total (local transport capital settlement)**

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**FINAL SECOND LOCAL TRANSPORT PLAN**
LTP-F12: Summary of support from local transport capital settlement for major schemes and exceptional schemes

Plan: North Yorkshire
Authority No. 216

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1.0 Background

1.1 In a letter dated 3 February 2006 the DfT informed the County Council that as a result of the integration of safety camera funding into the LTP system an additional financial planning guideline of between £2.2m and 2.4m p.a. between 2007/08 and 2010/11 would be made available to the Council to address road safety issues.

1.2 The allocation takes the form of a specific grant within the LTP. Whilst the DfT states that “it is not ring fenced” the letter goes on to say that “there is a high expectation that this funding will be invested in road safety.”

2.0 Allocation

2.1 The additional road safety allocation is partly capital and partly revenue funding. Table 1 below gives details of the allocation for North Yorkshire County Council.

2.2 Over the four year period this additional LTP grant for road safety amounts to a total additional road safety funding of approximately £9.5m.

<table>
<thead>
<tr>
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<th>2007/08</th>
<th>2008/09</th>
<th>2009/10</th>
<th>2010/11</th>
<th>Total</th>
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<tr>
<td>Capital</td>
<td>£413,820</td>
<td>£443,545</td>
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<td>£1,995,950</td>
<td>£1,957,024</td>
<td>£1,926,499</td>
<td>£7,741,661</td>
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<tr>
<td>Total</td>
<td>£2,276,008</td>
<td>£2,439,495</td>
<td>£2,391,919</td>
<td>£2,354,611</td>
<td>£9,462,033</td>
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</table>

Table 1 – Additional LTP Grant for Road Safety
3.0 Impact on LTP Programmes and Targets

3.1 Details of this additional £9.5m of LTP road safety funding were not available in time to integrate into the LTP programmes and targets. This appendix therefore forms an addendum to the LTP and sets out in broad terms the approach that the County Council will take to investing this allocation to improve road safety in North Yorkshire.

3.2 The County Councils approach to addressing Road Safety issues in North Yorkshire is set out in Annex C – The York and North Yorkshire Road Safety Strategy. This strategy was prepared, and has been adopted by, a wide range of other partners. In addition to the County Council two of the other main partners are the City of York Council and the Highways Agency. As part of the changes to safety camera funding these organisations have also been given additional funding. It is hoped that the County Councils commitment to managing this funding through the partnership will be matched by the City of York Council and the Highways Agency. North Yorkshire Police are supportive of the need to continue working together on investing the additional funding towards achieving the objective of safer roads.

3.3 The York and North Yorkshire Road Safety Partnership and the adopted Road Safety Strategy provides a robust means of improving road safety in the County. Much of the additional funding grant will therefore be invested in boosting the initiatives set out in the strategy. Details of how the funding is to be used together with any amendments to the targets will be reported in the first Annual Progress Report (APR) on LTP 2.

4.0 Conclusion

4.1 The County Council welcomes this additional investment in road safety. This will allow the Council to make even better progress towards the LTP 2 road safety objective and this shared priority and potentially to other LTP 2 Objectives.

4.2 The Council will invest this funding in accordance with the approach adopted in the LTP and will ensure that it is used to make significant improvements to road safety across the County.

4.3 Full details of how this funding will be allocated by the Council and its impact on LTP 2 targets will be reported in the first APR.