Local Transport Plan - Annexes
2006-2011

March 2006

A responsive County Council providing excellent and efficient local services

keep north yorkshire moving
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1. Vision, Aims and Objectives

1.0 Vision

The Second North Yorkshire Local Transport Plan (LTP2) will be a key document in the delivery of improved services to the community. To reflect this role the County Council have adopted a vision for LTP2.

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

This vision draws on the County Council’s vision statement
‘A County which provides opportunity, independence and security for all.’

The LTP2 vision reflects the philosophy that transport, and therefore the LTP2, is a tool in delivering the wider social, economic and environmental aspirations of the community rather than the end product in itself. The vision therefore engenders the need for improvement and that the purpose of the LTP2 is to provide access to the goods and services required by the community rather than to simply provide transport services.

The Office of the Deputy Prime Minister (ODPM) defines sustainable communities as ‘places where people want to live and work, now and in the future’. A sustainable community will therefore provide most of the services people need to live.

1.1 Aims

The County Council has also adopted six Aims for the LTP2. These reflect the common themes drawn from the wider national, regional, County and local improvement strategies discussed in detail in Section 9.

**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

The key documents which frame these Aims are the Government’s White Paper- The Future Of Transport, the Submission Draft Regional Spatial Strategy (The Yorkshire and Humber Plan), North Yorkshire Community Strategy and the North Yorkshire County Council – Council Plan 2004 – 2007.

1.1.1 The Government’s White Paper sets out the ‘three central themes’ of the national strategy for the next 20 to 30 years. These are
- Sustained investment
- Improvements in transport management
- Planning ahead

1.1.2 The Submission Draft Regional Spatial Strategy for Yorkshire and the Humber was published for consultation purposes in January of 2006. The Plan Objectives are:
- A Regenerating areas damaged by past industrial decline as well as capitalising on economic growth points
- B Seeking social equity and inclusion
- C Recognising and responding to the needs of urban and rural communities
- D Seeking wider housing opportunity and choice
- E Making full use of urban land and minimising the loss of greenfield land
- F Protecting and enhancing natural, historic and cultural assets and resources
- G Tackling traffic congestion and reducing transport related emissions
- H Making urban areas attractive, high quality, safe places where people choose to live
- I Minimising the loss of the rural landscape, maintaining and where possible enhancing its diverse character
- J Making the best use of existing infrastructure and services
- K Addressing the causes of and responding to the effects of climate change
- L Minimising travel needs and maximising use of energy efficient modes
- M Limiting pollution to what is compatible with health and bio-sphere capacity
- N Reducing resource consumption and encouraging use of renewable energy
- O Promoting the sustainable management of waste

All of the above are influenced by, or have an influence on, transport.

1.1.3 The North Yorkshire Community Strategy identifies seven main themes which need to be addressed. These are:
- Secure a sound economy.
- Provide everyone with the opportunity to develop their full potential.
- Help people in need.
- Promote socially inclusive, safe and sustainable communities.
- Take care of our heritage, landscape and environment.
- Maintain a strong, integrated and safe transport system.
- Plan for and deal with emergencies and cope with the aftermath.

1.1.4 The North Yorkshire County Council - Council Plan 2004 – 2007 sets seven key objectives to contribute towards delivering the Council Plan vision. These are:
- Security for all
- Growing up for the future
- Independence
- Keeping us on the move
- Strengthening our economy
- Looking after our heritage and our environment
- Keeping in touch

The LTP2 Aims identify the areas where the LTP2 and improvements to transport provision can contribute towards these wider policy aspirations. Further details of the policy background contributing to the Key Aims of the LTP2 are given in Section 9.
1.2 Objectives

In order to identify and focus on how the LTP2 and local transport can achieve the Aims and therefore contribute towards the wider policy aspirations seven Objectives have been adopted. These are:

**LTP2 Objectives**

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

Full details of these objectives, how they were arrived at and the key issues relating to them in North Yorkshire are given in sections 2 to 8 of this document.
2. **Objective 1 (Accessibility)**

2.1 **Objective**

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

2.2 **Background**

In the Office of the Deputy Prime Minister’s Social Exclusion Unit’s publication ‘Making Connections’ the government outlined its policy for social inclusion. To be included, they argued that one needed means and to acquire them to be employed. To be able to achieve this everybody, should have access to those services which they need for them to be employable, namely healthcare, education and training, sustenance (food), and information relating to the available employment. It declared that everybody should be able to access these key services at a reasonable time and cost.

Accessibility is therefore one of the Government’s and Local Government Association’s (LGA) Shared Priorities for transport. Accessibility is the ability of all people to access places of work, learning, health care, shopping, leisure and other opportunities which can significantly impinge on their quality of life.

Consultation on local priorities for the North Yorkshire LTP2 established that recreation and tourism were key economic drivers in the County. It was agreed that access to services should also be a priority in North Yorkshire. Objective 1 reflects these local priorities.

2.3 **Problems and Opportunities**

2.3.1 The main problems with Accessibility in North Yorkshire arise more from its geography than financial or social deprivation. In particular it is the availability of transport, or lack of it, that affects most of those who do not have access to a car. This arises from the long distances that need to be travelled and the sparseness of the population. Figure 2.1 shows the population density for different areas of North Yorkshire. The average population density for England and Wales is 380 per square km. The average for North Yorkshire is 71 per square km, with some districts falling to 34 per square km. This low population density, and the long travel distances, make providing and accessing key services, especially by public transport, extremely difficult.
2.3.2 The 2001 Census showed that in North Yorkshire almost 20% of households had no access to a car or van with a further 45% having access to only one car or van. For many families the one car which may be available is used by the breadwinner to travel to his/her place of work. This effectively renders the rest of the family immobile if public transport is not available. Whilst these car ownership levels are above the national average alternative means of transport, especially in the more remote rural areas, are limited. 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.

Almost 25% of the population of the County is over the age of 60. This compares to the national average of about 20% (2001 Census). The proportion of elderly population is growing. People of this age are less likely to have access to a private car and have greater mobility difficulties.

2.3.3 The main accessibility issues in North Yorkshire relating to each of the Key Services are described below. Further details are included in the North Yorkshire Accessibility Strategy which forms an annex to the 2006 – 2011 LTP.

2.3.4 Education and Training
Due to the sparsity of the County, the Council invests on a continual basis to implement policies and measures that address the accessibility issues associated with education and training. The following passages summarises some of the policies and measures adopted by the Council.

Based on 2001 Census information, Figure 2.2 shows the percentages of the population in the age range 5 to 9 (the closest age range to primary pupils currently available from the census data) for each Super Output Area (approximately 1500 houses). Also shown in Figure 2.2 are the locations of Primary Schools in the County. The County Council (as Education Authority) wherever possible seek to retain smaller village Primary Schools to serve the local needs of the community. Additionally, the County Council operate an enhanced home to school transport provision that provides free school transport to all primary school pupils living more than two miles from the closest suitable primary school. The legal requirement for provision of free transport is for pupils up to the age of 9 years living more than two miles from school and over age 9 years living more than three miles from school. The joint outcomes of these two policies have effectively addressed most of the issues relating to accessibility to primary education in the County. Therefore, access to primary education is not a priority for further action in North Yorkshire.
Figure 2.3 shows similar information to Figure 2.2 for the age range 10 to 15 years and secondary schools. Whilst the geographical spread of secondary schools is such that most pupils are within a reasonable travel time (i.e., within the government’s Accessibility Core Indicator time of 40 minutes) in a county with the population density and the size of North Yorkshire it is not feasible to make provisions that allow all pupils to access school within 40 minutes travelling. However, as with primary education the Council’s free school transport provision addresses most of the secondary education accessibility issues in North Yorkshire. Therefore access to secondary education is not a priority for further action in North Yorkshire.
Access to post 16 years further education is more difficult. Only 24 establishments in the County offer further education courses. These are located in Harrogate, Skipton, Selby, Scarborough, Boroughbridge, Easingwold, Knaresborough, Pickering, Malton, Northallerton, Richmond, Ripon, Settle, Sherburn, Stokesley, Tadcaster, Thirsk, Wensleydale and Whitby. There are also a number of schools which offer 6th form education to students. Figure 2.4 shows the percentage of the population in the age range 16 to 19 years across the County and the location of further education establishments and schools with 6th form courses within and close to North Yorkshire.

In addition to the low number of schools and colleges offering post 16 years education, the range of courses available does not always meet the demands or requirements of the students. Many have to travel distances to attend a course of their choice.

Transport to these establishments from the more remote parts of the County is difficult. However, the County Council provides assistance with the transport for students aged between 16 and 19 years attending further education.

While those of school age or just over are largely the focus of education providers, there is a demand for ‘mature’ students to raise their educational standard or skill level either to begin a career or to transfer to a new one. Agencies such as the Learning and Skills Council and Jobcentre Plus provide opportunities for such courses but, again, quite often students are unable to access them due to lack of transport.

2.3.5 Health Care
There are approximately 82 General Practitioners’ Practices in North Yorkshire. These are located in both the larger towns and smaller communities and there are some branch surgeries in villages run by practices based elsewhere. Access to this Primary Health Care is therefore generally reasonable. However, there are areas where low car ownership levels and lack of local GP provision may lead to accessibility difficulties for some people. Figure 2.5 shows the percentage of households without access to at least one car or van across the county and the locations of GP practices. This shows that there are a number of areas of the county where there are potential problems for access to GP provision. The County Council and its partners will prioritise these areas for further investigation and action.
Acute Health Care services are concentrated in the three major towns in the County; Harrogate, Northallerton and Scarborough. Those living on the periphery may be able to access such care in neighbouring authority areas e.g. Middlesbrough or Bradford. While those who require inpatient care need to make the journey to and from hospital once, visitors, those who require outpatient treatment, or those needing to attend for consultations may have to travel many times. North Yorkshire has an ageing population and already has a higher than the national average percentage of residents beyond retirement age. Many have no access to a private car and are fearful of travelling by public transport, when it is available. Figure 2.6 shows areas of low car ownership and the locations of hospitals which offer a wide range of health care services. This shows that there are large areas of the county where access to hospital services are difficult. This is a priority for the Council and its partners for further investigation and action.
2.3.6 Food

There are almost 100 supermarkets and convenience stores across North Yorkshire some of which provide complimentary buses from larger concentrations of population for those who do not have access to a car. These are located around the County and provide many of a family's general household needs. Government guidance on access to food tends to concentrate on providing access to ‘Major Shopping Centres’. However, in a large rural county like North Yorkshire many of the needs of people can be met by more local stores which whilst not offering the choices provided in major centres can provide their basic requirements.

Unfortunately, many of the corner shops, post offices and banks which used to be located in villages have closed due to national centralisation/cost cutting policies or not been able to maintain an economic viability. For those without access to a car this could require lengthy bus journeys to purchase provisions or to conduct everyday business such as paying household bills.

Figure 2.7 shows the locations of the main supermarkets, convenience stores and towns compared to car availability across the County. This shows that there are large areas of the County where geographical remoteness and low car availability may lead to problems for people gaining access to food.
2.3.7 Employment

Upon completion, there will be eight Jobcentre Plus Offices across the County. These are located in Harrogate, Northallerton, Richmond, Scarborough, Whitby, Skipton, Selby, Malton. Figure 2.8 shows the distribution of people claiming Jobseekers Allowance (in January 2005), the locations of the Jobcentre Plus offices and the main towns in North Yorkshire.

In most cases the concentrations of claimants 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. There are however seven areas where there are significant concentrations of claimants. These are in the Harrogate, Scarborough, Filey, Whitby, Selby, Catterick/Richmond and Northallerton areas. The Council will work with other agencies to identify the root causes of these concentrations and where appropriate, take action to address any transport related issues.

While levels of unemployment are relatively low [approx 1.7% compared to 3.4% nationally (2001 Census)] there are also some 12,000 persons who are claiming other benefits as a result of their inability to work. These may be invalidity benefit or a disability allowance. The problems for these people to access employment are potentially much more complex and in many cases could be the sole reason why they are unemployed. The Council will continue to work with its partners to address these transport access issues.
Leisure and Tourism

The leisure and tourism industry is one of the main employment sectors and economic drivers of North Yorkshire. The importance of Tourism to the economy of the whole regional, and especially the rural and coastal areas is also recognised in the draft Regional Spatial Strategy (RSS). This was highlighted in 2001 by the significant effects of the foot and mouth outbreak on the local economy (see section 7.3.3).

As a result of its importance to the County, access to Recreation has been included in the Accessibility objective. This in turn supports the Regional Economic Strategy sub regional action plan objectives of building a new economic base in both the rural and coastal areas of North Yorkshire.

Leisure and Tourism differ from the other services being considered in the need for access to recreation for non-residents of the County.

There are two main strands to the tourist industry in North Yorkshire each of which has different access needs.

Firstly there is the traditional ‘seaside’ holiday industry. Although this sector is in decline the Scarborough area still attracts over 5 million visitors annually. Many of these ‘seaside’ visitors are concentrated on the three main seaside resorts of Whitby, Scarborough and Filey. This concentration in itself makes the provision of public transport alternatives to private transport easier and more economically viable.

The second main strand of the tourist industry centres on visits to the countryside. Although many of these visits are to the two National Parks other parts of the County also attract visitors. Improving access for countryside visitors is more difficult due to the dispersed nature of the visits which makes public transport provision a greater challenge both operationally and economically. However the size of this industry (with approximately 19 million visitor days per year just to the National Parks) makes it a vital consideration in the LTP2.
2.4 Improving Accessibility

The details of the County Council’s strategy to improve accessibility are included in section 10 of this Local Transport Strategy and the Accessibility Strategy which forms an annex to the Local Transport Plan. These set out the County Council’s three pronged approach to improving accessibility. This consists of:

2.4.1 **Provision of transport services and infrastructure** – Improvements to allow people without private transport to gain access to the key services. This will include improved infrastructure to facilitate walking and cycling for shorter trips and improved bus and community transport to cater for longer trips. Due to the sparse population of much of the County in many cases it will not be economical or efficient to provide conventional bus services to improve accessibility. In these cases the County will work with its partners to provide demand responsive and community based transport services. Further details of specific measures to improve accessibility through the provision of transport are set out in Chapter 3 of the Local Transport Plan and in the Community Transport Strategy and Bus Strategy and Bus Information Strategies (Annexes E and F).

2.4.2 **Influencing the way in which the key services are delivered** – Whilst in the short term it is likely that people’s access to the key services will be improved primarily through the provision of transport in the medium to long term, the County Council aim to improve accessibility through better ways of delivering the key services. In most cases this means taking the services to the people rather than vice versa. This may either be by physically delivering services locally or by use of improved IT and Communications. This part of the approach requires partnership working between the County Council and the other providers of the key services.

2.4.3 **Influencing future land use development** – Working in partnership with the Planning Authorities in North Yorkshire, the County Council will seek to influence Local Development Frameworks and ad hoc planning applications to ensure that all new land use development (especially residential) take due account of the accessibility needs of the local population. This may be either at the micro scale (e.g. ensuring that the development is adequately served by public transport) or the macro scale (e.g. ensuring that there are suitable local retail and employment developments to serve the local population). Whilst in the shorter term this part of the approach is unlikely to significantly improve accessibility in the medium to longer term it should reduce accessibility problems.
3. **Objective 2 (Safety)**

3.1 **Objective**

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

3.2 **Background**

3.2.1 Safer Roads is one of the Government’s and LGAs Shared Priorities. Local consultation established that this is one of two Shared Priorities of greatest relevance to North Yorkshire. Community safety in its wider context is a key theme of all the Community Strategies relevant to North Yorkshire and the North Yorkshire County Council Plan. Safer Roads can therefore make a significant contribution towards the aims of improved community safety.

Whilst the County Council has a well deserved reputation for its casualty reduction activities and has achieved reduction rates ahead of the average for Britain we need to ensure that future policies ensure that this good progress continues. 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.

3.2.2 The County Council recognises that the challenging 2010 casualty reduction targets cannot be met by working in isolation and has led the formation of the ‘York and North Yorkshire Road Safety Partnership’. This is a partnership of:
- City of York Council
- Community Safety Partnerships for Craven, Harrogate, Richmondshire, Ryedale, Scarborough and Selby districts
- Craven, Harrogate & Rural District Primary Care Trust
- Government Office for Yorkshire and Humber
- 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
- North Yorkshire Air Ambulance Service
- 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 partnership has produced a joint road safety strategy for the area covering the City of York and North Yorkshire (The York and North Yorkshire Road Safety Strategy). This includes full details of the County Council’s approach to addressing road safety issues in North Yorkshire. The Strategy has been adopted by the County Council and forms annex C to the Local Transport Plan. It is envisaged that all partners will have formally adopted the strategy by March 2006.

3.2.3 All partners are represented on the Road Safety Strategy Steering Group which currently meets on a bi-monthly basis whilst the strategy is in the final stages of adoption. It is envisaged that the Steering Group will meet on a quarterly or twice yearly basis once the detailed strategy is adopted by all partners. The Road Safety Strategy has been produced by an Officer Working Group containing representatives from all of the various types of organisations that make up the partnership. The Officer Working Group will continue to meet regularly in order to monitor progress against the casualty reduction targets and to ensure that progress is made on the items contained in the action plan.

3.3 **Problems and Opportunities**

The following analysis of casualty trends is drawn from the York and North Yorkshire Road Safety Strategy. This was developed during 2004 and the analysis is therefore based on casualty data up to and including 2003. A commentary on casualty reduction performance for 2004 is available in the County Councils Local Transport Plan Annual Progress Report 2005. Road Casualty figures for 2005 will be included in the forthcoming Local Transport Plan Delivery Report to be published in July 2006.

3.3.1 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. It is important to understand these differences in order to be able to consider appropriate remedial actions. The increasing number of visitors to the County, who may not be familiar with rural roads, may also be an important factor.

The number of killed or seriously injured (KSI) casualties has continued to reduce over recent years at a rate that is ahead of the national average. However, in line with the national picture, seriously injured casualties have reduced at a much faster rate than fatalities (see figure 3.1). In response to this the York and North Yorkshire Road Safety Partnership has adopted the name “95 Alive” in line with the target to reduce fatalities by one third by the end of 2010 compared with the 1999 to 2003 baseline average, representing a saving of 95 lives between 2005 and 2010. This target is in addition to the targets to reduce KSI’s by 40% (see figure 3.2) and the stretched target to reduce child KSI’s by 60% (see figure 3.3) and the target to reduce the slight casualties rate by 10% (see figure 3.4) by 2010 when compared to the 1994 to 1998 baseline average.
Figure 3.1  
CASUALTY TRENDS  
North Yorkshire 1993-2003

Figure 3.2  
KSI CASUALTIES  
North Yorkshire - Compared to 1994-98 average

Figure 3.3  
KSI CHILD CASUALTIES  
North Yorkshire - Compared to 1994-98 average
3.3.2 The partnership identified the main Road Safety issues through a process of establishing a baseline position for the new strategy. This has taken the form of a literature and best practice review, partner policy review and an analysis of the 1999 to 2003 accident data which included the first stage of an in-depth study of the contributory factors associated with fatal accidents carried out by officers of North Yorkshire Police’s Collision Investigation Unit. The outcome of this work has led to the production of a prioritised action plan that seeks to address these issues in the short, medium and longer term. Full details are included in the Road Safety Strategy with the Action Plan from the strategy included as figure 3.5 below.
Figure 3.5
The York & North Yorkshire Road Safety Strategy

‘95 ALIVE’ Action Plan 2005 to 2010

Terms of Reference
The partners will work together to ensure integration of the whole strategy. We will use the evidence base wherever available but our own judgement and existing intelligence when data is not available to ensure schemes and initiatives are data led wherever possible. All partners will support the actions contained in this plan.

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<tr>
<td>1. Design a model for interventions that requires systematic assessment and the following elements as appropriate, Enforcement, Speed management, Engineering, Education Training &amp; Publicity, Evaluation, and Maintenance.</td>
<td>S,M,L</td>
<td></td>
<td>6. Fatal collisions: improve data recording and distribution (data sharing agreement)</td>
<td>M,L</td>
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<td>2. Create a package of measures to combat occupational road risk</td>
<td>S,M,L</td>
<td></td>
<td>7. Communications Strategy</td>
<td>S,M,L</td>
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<td>3. Target specific road user groups identified through dynamic accident analysis, currently these are:</td>
<td>S,M,L</td>
<td></td>
<td>a. Provide consistent media messages, dispel misperception and highlight our successes</td>
<td>S,M,L</td>
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<td>• Car occupants: Seat belt awareness and enforcement</td>
<td>S,M,L</td>
<td></td>
<td>b. A coordinated strategy to disseminate information and raise awareness</td>
<td>S,M,L</td>
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<td>• Drivers: Child car seat training and enforcement</td>
<td>S,M,L</td>
<td></td>
<td>c. Consider extreme publicity campaigns e.g. Collision Free Days</td>
<td>M,L</td>
<td></td>
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<td>• Powered two wheeler riders: Continue campaigns and investigate problems with 125cc or less</td>
<td>S,M,L</td>
<td></td>
<td>d. Obtain a community perspective through the Citizens Panel, etc</td>
<td>S,M,L</td>
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<td>• Socially deprived areas: (Investigation work required)</td>
<td>S,M,L</td>
<td></td>
<td>8. Study the response of the Emergency Services to all injury collisions</td>
<td>S</td>
<td></td>
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<td>4. Continue with existing offender rehabilitation education programmes, consider expansion to cover speed awareness</td>
<td>M,L</td>
<td></td>
<td>9. Continue with existing Cyclist and Pedestrian training – provide evaluation</td>
<td>S,M,L</td>
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<td>5. Selective use of Government Think! Campaigns, focus on one per month agreed regionally</td>
<td>S,M,L</td>
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KEY:
- High priority actions S (Short term actions) = 1 to 2 Years
- Medium priority actions M (Medium term actions) = 3 to 4 Years
- Low priority actions L (Long term actions) = 5 Years plus
Analysis of casualty data identified a number of important trends in the occurrence of casualties. Brief details of these are given below. The Road Safety Strategy Action Plan includes a number of key actions related to these trends.

3.3.3 **Action 1 – Model for Interventions.** The “95 Alive” partners all recognise the importance of a holistic approach to interventions. With this in mind we have set ourselves the task of producing a standard model for all partners to use when considering interventions to ensure that maximum use is made of our 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. It may also help recognise the opportunities for other partners to assist in consultation processes to help “sell” the advantages of a scheme.

3.3.4 **Action 2 - Occupational road risk** - Car occupant casualties’ account for the largest proportion of the County’s road casualties. Figure 3.6 below shows the modal split of casualties in North Yorkshire. National research has shown that a significant amount of crashes involve motorists on work related activities. The recent changes to STATS 19 (the official records of road accidents) will help identify how much of a problem work related safety is in North Yorkshire over time. Significant inroads could be made into this problem if, for example, the partners in the York and North Yorkshire Road Safety Partnership were to set an example and introduce Occupational Road Risk policies within their own respective organisations. The County Council has formed a corporate working group to further this issue.

3.3.5 **Action 3 – Targeted Interventions** - Work carried out as part of LTP1 identified that there were relatively low rates of seat belt and child restraint use in cars. As stated above car occupants account for the majority of KSI casualties on the County’s roads and the work carried out in partnership with North Yorkshire Police has shown that lack of seat belt / child restraint use is the third largest contributory factor in fatal accidents. Further analysis has shown that children aged between 0 and 4 are over represented in fatal accidents on the County’s roads (see figure 3.7). Working in partnership with North Yorkshire Police we have carried out a programme of education and enforcement activities outside of schools. We have also carried out public child car seat checks to try and address the lack of knowledge shown by some parents when considering how to transport their children safely by car. We have trained officers from the Fire and Rescue Service to further increase our coverage of this issue and are planning to carry out further checks with the local Community Safety Partnerships. This revenue funded work has continued in 2005 as part of the County Council’s Local Public Service Agreement (LPSA). Funding through the LTP is required continue and expand this activity beyond the 2005/06 financial year when the current LPSA runs out.
Motorcyclists account for a significant proportion of the total number of fatalities in North Yorkshire. (see figure 3.8) In 2003 there were a total of 745 killed or seriously injured (KSI) casualties representing a 28% reduction compared with the 1994-98 baseline average. However, this total concealed the largest number of motorcyclists killed (28) for about 15 years. Many of these crashes occurred on the rural road network involving leisure motorcyclists riding on what they regard as ‘challenging’ roads. Working in partnership with North Yorkshire Police a programme of targeted enforcement along these high-risk routes has been carried out during 2004. The number of motorcycle KSI’s reduced by 30% compared with 2003 and the number of motorcycle fatalities has almost halved. This revenue funded work has continued in 2005 as part of the County Council’s Local Public Service Agreement. Funding through the LTP is required to continue this activity beyond the 2005/06 financial year when the current LPSA runs out. A Motorcycle Highway Engineering Group has been formed with North Yorkshire Police in order to explore ways to use the detailed accident information from this exercise to help inform our engineering programme taking into account guidance in the National Motorcycle Strategy.

We will continue to support North Yorkshire Police on the operation of the Bike Safe scheme recognising the need to combine education and enforcement activities. Motorcycle training in North Yorkshire is provided entirely by the private sector. The County Council will continue to publicise the availability of training and through revenue funded activity will support any initiative designed to support improved motorcycle safety.

**Figure 3.7**

**YORK AND NORTH YORKSHIRE**

Fatalities by age group and road user category (1999-2003)

**Figure 3.8**

**FATAL CASUALTIES BY ROAD USER TYPE**

1999 to 2003
In addition to the main target groups identified above the analysis of the casualty data showed trends related to age. Figure 3.9 shows the age profile of car occupant casualties in North Yorkshire. Young drivers continue to be over represented in the County’s road casualty statistics. Working with groups such as such as Theatre in Education we go into schools to deliver hard hitting messages to prospective young drivers about the consequences of road crashes. Through our work with “95 Alive” partners we will explore ways of improving and expanding the amount of work we carry out in this area. National trends show that the population is ageing and that the proportion of older drivers will increase over time. Older people are more likely to be killed or seriously injured in crashes. It is also likely that as the population becomes older there will be an increase in leisure driving. This could have a particular impact upon areas popular with tourists such those found in North Yorkshire. These visitors are also more likely to be unfamiliar with the rural roads in the County.

Measures are also targeted at accidents in the 10% most socially deprived wards in the County. An in-depth analysis identified three wards, Castle and Falsgrave in Scarborough and Central Selby, with high accident rates that could be linked to social deprivation. Additionally, accident analysis work has shown that children car occupants aged between 0 and 4 are over represented in the fatal accident statistics. Further, more detailed analysis work will be carried out in partnership with North Yorkshire Police on all child car occupant fatalities in the County to ascertain if there are any underlying reasons behind this statistic. This will include a postcode analysis to determine where the driver came from not just the ward where the accident took place. By this means it is hoped to identify if children from socially deprived wards are more likely to be involved in road accidents away from their home ward.

Of the 745 KSI casualties resulting from crashes on roads in North Yorkshire in 2003 153 (21%) were on the Trunk Road network. These roads are managed by the Highways Agency (HA) and do not fall within the remit of the County Councils’ LTP2. The HA, which has its own National Road Safety Plan, are also a partner in the York and North Yorkshire Road Safety Partnership. This partnership approach will ensure that there is a consistent approach to casualty reduction across the county regardless of who is responsible for managing the road.

3.3.6 Action 4 – Offender Rehabilitation Programmes. The importance of North Yorkshire Police’s Driver Improvement Scheme is recognised as a way of targeting road safety education and training on at-risk groups and is therefore supported by the “95 Alive” partners. We will consider its expansion to cover speed awareness now the national standard has been issued.

3.3.7 Action 5 – Think! Campaign. The County Council continues to develop road safety education, training and publicity programmes which are focussed on at-risk road user groups. We play an active part in both national and regional groups ensuring that we are well placed to influence, and benefit from, a range of resources and campaigns including the national Think! Campaign. The “95 Alive” partners all recognise the benefits of the national campaign especially when it addresses issues with particular local significance such as motorcycle safety and seat belts. The “95 Alive” action plan contains an action to support the programme of focussed activities agreed at a regional level.

3.3.8 Action 6 – Data Sharing Agreement. A key issue for the “95 Alive” partnership is the dissemination of casualty statistics in order that all partners have accurate up to date information. We are currently developing a data sharing agreement with our partners to agree the type of information to be reported. Monthly casualty statistics updates will be provided for members of the Officer Working Group who will then be responsible for producing a quarterly or twice yearly report for the Steering Group. The Steering Group would carry out an Annual Review to assess progress against the casualty reduction targets.
3.3.9 **Action 7 – Communications Strategy.** With such a large number of partners the importance of consistent messages to the media and public cannot be stressed highly enough. Bearing this in mind the partnership action plan contains an action to follow a communications strategy based upon four key points:

- Consistent messages
- Co-ordinated strategy for dissemination of information
- Consider extreme publicity campaigns
- Community perspective

The data sharing agreement being produced as part of action 6 above will help ensure that consistent messages are given when partners are talking about casualty statistics. The provision of standard text for partners to use in press releases will ensure that aims, objectives and targets are correctly stated. We are producing a “calendar of events” for all partners to include information of planned activities to ensure a co-ordinated approach. We will consider extreme publicity campaigns where appropriate that are targeted at problems faced by the “95 Alive” strategy.

North Yorkshire Police have led on the establishment of a ‘No Casualty Day’ campaign that is fully supported by the 95 Alive partners. A series of Friday’s in 2005 were selected based on analysis that confirmed that casualty numbers were highest on a Friday. The publicity surrounding the day emphasises the importance of road safety at all times and not just on that day and links to the current Think! Campaign. Encouraging reductions in the number of casualties have been recorded on the campaign days.

Through consultation with both the County Council and City of York community panels we intend to monitor attitudes towards important road safety issues through the life of the strategy. The first consultations were carried out with the County Councils’ Citizens Panel in January and February 2006.

3.3.10 **Action 8 – Response to Fatal Collisions.** The emergency services in the “95 Alive” partnership have stated their intention to study their collective response to individual collisions in order to ascertain if there are any areas for improvement. It is possible that the study may identify improvements that could have an impact on the total number of killed and seriously injured casualties in the future.

3.3.11 **Action 9 – Cyclist and Pedestrian Training.** The Cycling Awareness Programme in North Yorkshire is provided through a network of volunteers. The importance of cycle training is recognised and the County Council intends to continue to provide cycle training and is currently considering the practical implications of the new National Standard for Cycle Training Schemes. Pedestrian training is focussed upon the larger urban areas of Harrogate and Scarborough. The “95 Alive” road safety strategy will consider ways in which evaluation can be provided in order to gain a clearer understanding of the benefits of cycle training and pedestrian training.

3.3.12 **Road Hierarchy** - As part of the development work associated with the road safety strategy a proposed road hierarchy has been produced. The hierarchy will help ensure that there is consistency in the type of engineering measures that are installed on roads in the area. It will improve road users understanding of why particular measures have been selected and it will also give other partners such as the fire and rescue service and the ambulance service reassurance about the type of features to be expected on a particular route.

The road hierarchy will recognise the significant differences between urban and rural networks and it is therefore envisaged that it will be sub-divided into a system for rural roads and a system for urban roads. At this time it is anticipated that the urban hierarchy will be based on the standard three tier approach to categorisation with routes classified as being traffic routes, mixed priority routes or residential routes as used successfully in York. The rural hierarchy would be based on the two tier approach, as recommended in the new draft speed limit guidelines, of classifying roads as upper or lower tier based on their function. The hierarchy has been developed with reference to best practice and will complement the existing functional hierarchy that underpins the County Council’s highway maintenance strategy and those road hierarchies already in existence in the National Parks.

Route studies will play a key role in the County Council’s response to the new approach to rural speed management recommended in the DfT’s draft new speed limit guidelines. The approach recommends a more in-depth approach to accident analysis and the categorisation of roads into either upper or lower tier classifications depending upon their main function. The County Council was one of two authorities that took part in field trials for the new draft guidelines and awaits the full publication with interest.
4. Objective 3 (Environment)

4.1 Objective

**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.

4.2 Background

This objective reflects the need to enhance and protect the high quality of the environment of North Yorkshire. This again is a key theme of the Community Strategies, the North Yorkshire County Council Plan, the County Council’s Sustainable Development Policy and is likely to be a central theme of the forthcoming Local Development Frameworks. The high quality environment of the County is an important attractor of tourists to North Yorkshire and is vital to the economic well-being of the County. There is a need to recognise that the environment is not just the natural environment but includes the built environment in which we live.

4.3 Problems and Opportunities

Excluding the principal urban areas of Harrogate and Scarborough and a number of the other larger towns, North Yorkshire is typified by sparsely populated, low density settlements set in extensive areas of open countryside. It boasts amongst its assets, the Yorkshire Dales and North York Moors National Parks and three Areas of Outstanding Natural Beauty (Nidderdale, Howardian Hills and parts of the Forest of Bowland) and a Heritage Coast. Additionally, the built and historic environment of North Yorkshire has an abundance of sites and locations of local, national and international importance. It is this high quality environment in its widest sense that residents and visitors alike value and appreciate.

The Government and LGA have identified the ‘Air Quality’ element of the environment as a Shared Priority. Local consultation established that whilst this shared priority could not be neglected it was of lesser relevance to the situation in North Yorkshire than Accessibility and Safer Roads. This Objective incorporates the Air Quality Shared Priority but expands it to recognise the overall importance of the environment in North Yorkshire.
However the very nature of this environment presents both problems and opportunities.

4.3.1 Transport and the Rural Environment. It is inevitable that in a large sparsely populated County such as North Yorkshire the need to travel to gain access to services, and the average trip length, is greater than in smaller urban areas. The dispersed nature of the population also makes provision of mass public transport both difficult and expensive. For many people in North Yorkshire the private car remains the main means of transport. The greatest problems associated with this dispersed population are generally in the areas identified as ‘Remoter Rural’ areas in the Draft Spatial Vision for the Regional Spatial Strategy (RSS). These incorporate large areas of the Yorkshire Dales and North York Moors National Parks.

The Draft Spatial Vision for the RSS also identifies the growing trend for long distance commuting from North Yorkshire to the nearby conurbations of West Yorkshire, Teesside and York. This growth in outward commuting has two main influences. These are the lack of appropriate local employment opportunities for existing residents of North Yorkshire and the inward migration of more affluent residents relocating from the conurbations to the ‘high quality’ rural areas of North Yorkshire, but retaining their employment in the conurbations. The main areas of North Yorkshire experiencing these high levels of long distance commuting are the vales of York and Pickering (to both Teesside and York) and large areas of Craven, Harrogate and Selby District (to West Yorkshire and York). Additionally, significant areas of the North York Moors National Park (to Teesside and York) and Yorkshire Dales National Park (to West Yorkshire) are subject to outward commuting. Further details are included in Objective 4 (Congestion) section of this document and in Chapter 5 of the Local Transport Plan 2006-2011.

In addition to inward migration of affluent commuters the ‘high quality’ of the North Yorkshire environment attracts a significant numbers of visitors. For example in excess of 12 million visitor days per year are spent in the Yorkshire Dales National Park and over 8 million in the North York Moors National Park. Whilst the economic benefits of this tourism are substantial, the effects of the traffic generated are in themselves damaging to the attractiveness of the area. These damaging impacts are widespread in the rural areas of the County and include the visual intrusion of parked cars, traffic noise and localised air pollution. It is ironic that these problems tend to be greatest at the recognised ‘beauty spots’. The impacts also tend to occur in rural locations which suffer from traffic congestion in the peak summer months. Further details of these locations are included in Objective 4 (Congestion). However, tourists visiting these beauty spots often recognise the detrimental impact of traffic and are more amenable to encouragement to adopt more environmentally friendly means of travel. There is a need to balance the beneficial economic impact of tourism whilst minimising the adverse environmental impacts (i.e. to promote ‘sustainable tourism’ or ‘tourism without traffic’).

The Department for Transport (DfT) National Road Traffic Forecasts (central estimate) predicts that by 2021 traffic will have increased on rural roads by 37% (from 2005 levels). This compares to national average traffic growth of 33% and urban traffic growth of 31% over the same period. It is clear that the attractiveness of the areas of highest environmental quality is under threat from the growing pressure of increased transport. This is applicable to the whole of North Yorkshire but is particularly the case for the two National Parks.

4.3.2 Transport and the Urban Environment - The environmental impacts of transport are not confined to rural areas. Whilst the average trip length in the main urban areas of North Yorkshire may be shorter than in rural areas, the concentration of population and services means that there are a significantly greater number of trips made and people affected by environmental issues. The adverse impact of transport on the urban environment is equally important. The environmental effects of transport in urban areas are well documented and include air pollution, noise, impact on townscapes and community severance.

There is a direct correlation between traffic volumes and the environmental impacts (particularly air quality and noise) of that traffic. The scale of the environmental impacts of transport is therefore generally greatest in the larger urban settlements (Harrogate and Scarborough) but is also an important consideration for other towns in North Yorkshire.

4.3.3 Air Quality - All District Councils have a statutory duty to assess the air quality of their district and where minimum air quality criteria are not met to declare an Air Quality Management Area (AQMA) and implement an action plan to address these problems. Within North Yorkshire other are no transport related Air Quality Management Areas. However, some District Councils have identified a number of areas where there are significant concerns about local air quality with possible or probable ‘exceedences’ of air quality limits resulting from the effects of transport. Details are given in Table 4.1. below:

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

Table 4.1 - Air Quality areas of concern

These areas of concern are often associated with localised pockets of traffic congestion. Further details of the congested areas are included in Objective 4 (Congestion). The County Council, as the lead transport authority for North Yorkshire, will need to take measures to improve, or at least maintain, air quality at all these locations regardless of whether they are suffering from traffic congestion or not.
4.3.4 Climate Change and Greenhouse Gases - In addition to these local areas of concern, pollution from transport makes a significant contribution to ‘greenhouse gases’. Road Transport is estimated to produce approximately 20% of the total UK CO₂ emissions. The Government have made a national commitment to reduce greenhouse gas emissions by 12.5% below 1990 levels by 2008-2012 and further to reduce the total current Carbon Dioxide emissions by 60% by 2050. Clearly transport in North Yorkshire needs to contribute towards these commitments. As indicated in section 10 of this document, the County Council intend to adopt a strategy based around the main themes of demand management and encouraging modal shift in order to contribute towards the Objectives. This approach will reduce the need and demand for travel to access services. A reduced amount of travel will have a direct effect on CO₂ emissions from vehicles. Additionally the strategy to encourage modal shift away from private cars to more appropriate modes (e.g., walking and cycling for short trips, public transport for longer trips) will also reduce the volume of traffic on the roads and lead to a corresponding decrease in CO₂ emissions. A recent innovation is that in April 2005 the Council were the first local authority to appoint a full time officer dedicated to Carbon Reduction. The Carbon Reduction Manager has a remit across all County Council functions and will therefore be playing a significant role in the implementation of transport related carbon reduction policies.

Whilst it is not possible to directly monitor the reductions in CO₂ locally as a proxy the County Council monitors traffic flows across the county. Restrained traffic growth, either countywide or in locally congested areas (see Objective 4 – Congestion) will indicate the success of these strategies.

In both National and Global terms these reductions in emissions of greenhouse gases are small, however, the cumulative effects across the country should contribute towards the Government’s commitments.

4.3.5 Environmental Impacts of the LTS and LTP - In addition to enhancing and maintaining the environment this objective aims to ensure that schemes and initiatives implemented through the LTP2 do not have an undue detrimental effect on either the natural or built environment. Inevitably the provision of transport infrastructure and services will have an environmental impact. These include for example the landscape impacts of new infrastructure, energy use and associated air pollution from service provision and the impact of quarrying for aggregates used for road construction and maintenance. This objective seeks to ensure an appropriate balance between these adverse environmental impacts and the benefits accrued from initiatives to address other LTP2 Objectives.

To ensure that in areas of special environmental quality (e.g., National Parks, Areas of Outstanding Natural Beauty, conservation areas etc.) the provision and maintenance of transport infrastructure is carried out in a manner and using materials that are sensitive to the nature of the environment, the Council has commenced development of a design guide. This is being developed in partnership with the National Parks, AONBs and other bodies and will set out protocols for working in these environmentally sensitive areas.

A requirement of European Directive 2001/42/EC is that all capital investment plans, including LTP2s, are subject to a Strategic Environmental Assessment (SEA). An SEA has therefore been carried out on the LTP2 (2006-2011) including the Local Transport Strategy. An Environmental Report on this assessment is available on request with the Environmental Statement being included as an Annex to the LTP2. This SEA Statement sets out in greater detail the environmental benefits and dis-benefits arising from the LTP2. The strategy adopted for the Local Transport Strategy and Local Transport Plan has been informed by the SEA. Further details of the SEA and its influence of the LTS are set out in section 10.1.

4.4 Managing the Environmental Impact of Transport

4.4.1 Full details of the County Council’s strategy to address this Objective are included in Section 10. The Strategy reflects a three pronged approach based on the following themes:

Reducing the need and demand for travel – The environmental impact of traffic and transport is directly related the amount of travel undertaken. Through measures to reduce the need to travel (e.g. encouraging local delivery of services) the amount of travel and hence its environmental impact can be reduced.

Encouraging modal shift – Inappropriate car use often leads to large volumes of traffic on the roads. By encouraging people to choose more environmentally friendly modes of transport (walking and cycling for shorter trips, public transport for longer trips) the volume of traffic and hence its environmental impacts can be reduced.

Management and Mitigation – Whilst addressing the root cause of the problems is always preferable to treating the symptoms there will remain a need to manage and mitigate against the environmental impacts of transport and traffic. Where appropriate the County Council will take measures to manage traffic in areas of particular environmental sensitivity (both rural and urban areas). Measures may range from speed reduction to the diversion of traffic onto more suitable or new routes. Mitigation, such as noise barriers and planting to screen visual intrusion, is the final resort in addressing environmental issues.

4.4.2 The application of this approach to addressing local transport related air quality issues at each of the specific locations identified in section 4.3 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 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 LTP2.
5. Objective 4 (Congestion)

5.1 Objective

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

5.2 Background

This is the fourth of the Shared Priorities. Local consultation established that, like Air Quality, whilst it could not be neglected it was of lesser relevance to most of North Yorkshire than Accessibility and Safer Roads.

Nationally there is a debate on how congestion should be defined. In comparison to traffic congestion in major cities, congestion problems on even the worst roads in North Yorkshire are limited. However, even without a clear definition congestion is already a problem in certain areas of the County.

Congestion in North Yorkshire tends to be concentrated in small areas and often only at certain times of the day. It is, however, important that these pockets of urban congestion and areas of rural congestion arising from tourism hot spots are addressed by the LTP2.

5.3 Problems and Opportunities

The first North Yorkshire LTP identified targets for traffic growth restraint in five areas. These were the three largest urban areas in North Yorkshire (Harrogate, Scarborough and Selby) and the two National Parks (North York Moors and Yorkshire Dales). Whilst the policies aimed at achieving these targets have in general been a success many of the underlying demands for traffic growth remain.

Urban Congestion

5.3.1 Harrogate and its close neighbour, Knaresborough form the largest urban area in North Yorkshire. The volume of traffic wishing to access the area leads to traffic queues throughout the day both on the town centre roads and on major radials leading into the towns. The approximate extent of normal peak hour congestion is shown in Figure 5.1. Additionally, Harrogate Borough Council has identified an urban extension to Harrogate as one option for growth being considered for possible inclusion in the Local Development Framework. Such an urban extension would inevitably lead to increased demand for travel and consequent increased pressures on the highway network. A particular transport issue in the area is the high numbers of professional workers who commute into Leeds. This leads to peak hour traffic problems on the southern radials of the town. It is crucial that the LTP2 adopt policies for the continued restraint of traffic growth in the urban area.

Additionally we need to look to the future. North Yorkshire is an essentially rural area. The Countryside Agency in its “State of The Countryside 2004” report identifies that ‘minor rural roads have experienced the greatest increase in traffic, at double the average for all roads in England’. This is a trend which is expected to continue. It is important that LTP2 policies ensure that congestion does not become widespread in North Yorkshire.
5.3.2 Scarborough is the second largest urban area in North Yorkshire. Total volumes of traffic in Scarborough are smaller than in Harrogate. However, the seasonal nature of this traffic and the layout of the highway network can lead to areas of traffic congestion. Scarborough is a major holiday destination. Traffic flows on the main access roads to the town and in the town centre can increase by up to 50% above the AADT (Annual Average Daily Traffic) in the summer months. The approximate extent of summer peak hour congestion is shown in Figure 5.2. The summer influx of visitors does not indicate a prosperous economy. Unemployment levels in some wards in Scarborough are approaching 8% (7.7% in Castle Ward - 2001 Census) compared to the national rate of 3.4%. The Scarborough Borough Community Strategy and Regional Economic Strategy identifies a need for significant economic growth in Scarborough over the next few years. This includes the development of both new and improved tourist attractions and developing a wider economic base by encouraging the opening of new manufacturing and office businesses. The Local Transport Strategy will support this aspiration whilst recognising the need to ensure that problems of traffic congestion are addressed and growth does not exacerbate these problems.

5.3.3 Selby lies at the confluence of three trunk roads (the A19, A63 and A1041) and there is a need for this trunk road traffic to cross one bridge over the River Ouse and negotiate Selby’s main shopping street resulting in significant delays to both long distance and local traffic and associated adverse effects on the local environment. In 2004 the Highways Agency opened the A63 Selby Bypass (see Figure 5.3). This provided a second crossing of the River Ouse and removed the majority of through traffic from Selby town centre. The challenge for the LTP2 period, and beyond, is to ensure that the environmental benefits of the bypass are not negated by growth in local traffic. This challenge needs to be set against a background of a weak local economy following the closure of the Selby Coalfield and developing plans for significant local regeneration.

5.3.4 Traffic congestion in other towns in North Yorkshire is more localised and generally limited to specific times of the day. In many cases these result from capacity problems at individual points on the highway network. Some examples of the main areas of concern and the underlying causes are listed below. It is likely that further areas will be identified during the development of the Service Centre Transportation Strategies (see Chapter 4 of the LTP)

i) Butcher Corner, Malton/Norton. Congestion resulting from all traffic between the two communities needing to negotiate one of only two river crossings, a railway level crossing and a constrained traffic signal controlled junction in the historic town centre. The approximate area affected is shown on Figure 5.4.
ii) A6068 Skipton Road, Crosshills. Traffic congestion on the A6068 and adjacent A629(T) is caused by a railway level crossing which is closed to traffic for up to 40 minutes of the peak hour. The location of the crossing is shown in Figure 5.5.

iii) Skellgate and Skellgarths area of Ripon town centre. Congestion resulting from high volumes of modern traffic negotiating narrow historic streets and traffic signal junctions (see Figure 5.6).
iv) A167 North End/Darlington Road, Northallerton. Congestion resulting from regular closure of a level crossing on the Northallerton to Middlesbrough railway (See Figure 5.7). Planned increases in the use of this line will exacerbate traffic congestion.

In addition to the above, the historic nature and patterns of many streets in the smaller towns in North Yorkshire cause delays to traffic. Whilst currently these delays are generally limited in both their scale and length there is a need to ensure that traffic growth does not exacerbate these problems.

**Rural Congestion**

5.3.5 Traffic congestion problems are much less prevalent in the rural areas of the County. There are two main rural congestion issues; those related to the tourism industry and those related to the agricultural industry.

Much of the rural congestion is seasonal and linked to tourist traffic. Visitor surveys have identified that the greatest perceived threat to the special attractions of the two National Parks in North Yorkshire is traffic. Ironically the visitors themselves generate much of this traffic. The LTP2 will include strategies which will contribute towards the continued growth of tourism in North Yorkshire and reaping its associated economic benefits, whilst minimising the volume and impact of traffic. Examples of some of the locations where visitor traffic is currently a concern are listed below. It is likely that further areas will be identified during the development of the Service Centre Transportation Strategies (see Chapter 4 of the LTP).

i) Malham Tarn and Village, Yorkshire Dales National Park. An extremely popular tourist attraction where large influxes of summer visitors and inappropriate on-road parking results in traffic problems on the local network of narrow country lanes.

ii) Reeth, Swaledale, Yorkshire Dales National Park. The main village in upper Swaledale and the start point for many walks (both long and short). Uncontrolled parking on the highway and village green leads to congestion problems especially on summer Sundays and bank holidays.

iii) Hutton le Hole, North York Moors National Park. An attractive Moors village and home to the Ryedale Folk Museum. Whilst road links to the village are reasonable, traffic within the village and conflicts with other vulnerable road users can cause problems in the summer months.

iv) Whitby, North York Moors. The large number of visitors to the town and beach at Whitby on summer weekends and bank holidays results in congestion both in the town and on the main roads through the National Park leading to the town (A169, A171 and A174). Traffic queues in excess of 10 miles on the A171 to Guisborough are often experienced on bank holidays.

v) The town of Pickering lies at the junction of the A169 and A170 both of which are major holiday routes providing access to Flamingoland, the East Coast the North York Moors and the North York Moors Railway. During the summer months the large volumes of visitor traffic passing through and stopping in Pickering leads to congestion at the traffic signals on the A170 and at the roundabout junction of the A169/A170. This is especially severe at weekends and bank holidays.

5.3.6 In addition to tourist related congestion hot spots the size of the agricultural economy leads to significant numbers of agricultural vehicles on the county’s roads. These often slow moving vehicles cause delays to other traffic and lead to reduced journey time reliability. Improved management of agricultural vehicles, working in partnership with the industry, should reduce their impact.
5.4.1 The Council’s approach to reducing congestion in both urban and rural areas is similar. This is based on three broad themes:

**Reducing the need and demand for travel** – Through measures to reduce the need to travel (e.g. encouraging local delivery of services, encouraging multi purpose trips etc) the amount of travel and hence congestion can be reduced. Influencing the location and type of new land use development can also contribute towards reducing the need and demand for travel.

**Encouraging modal shift** – Inappropriate car use often leads to large volumes of traffic on the roads. By encouraging people to choose more appropriate modes of transport (walking and cycling for shorter trips, public transport for longer trips) the volume of traffic and its environmental impacts can be reduced. A key element in encouraging modal shift, especially in urban areas, is the provision of more and better bus services. The Council’s Bus Strategy for the period 2006 to 2011 is included as Annex E to the Local Transport Plan.

**Managing traffic** – Where addressing the root cause cannot adequately reduce congestion, the County Council will implement traffic management measures to reduce the impact of congestion. This may range from optimising signal timings to local diversions of traffic to alternative or new routes.

Whilst all of the above approaches to tackling congestion can be applied at any time their importance and impact on congestion varies with time as shown below:

**Short/Medium Term**
- Improved provision of public transport and encouragement of modal shift away from private cars.
- Managing Traffic including local diversion of traffic away from congested areas and better co-ordination of street works.
- Influence development patterns (through Local Development Frameworks) to encourage local provision of services (including employment).

**Medium/Long term**
- Influence development patterns (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 commuting and encourage sustainable development.

5.4.2 The application of this approach to addressing traffic congestion at each of the specific locations identified in section 4.3 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 issues at each identified location (including the impact of new housing allocations proposed in the draft RSS – see section 9.3.2), 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 LTP2.
6. Objective 5 (Quality of Life)

6.1 Objective

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

6.2 Background

The Government have identified that in addition to the four Shared Priorities there are a number of other ‘Quality of Life Issues’ that can be addressed by LTP2 measures. These 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

Three of the Government’s ‘Quality of Life’ issues (landscape and biodiversity, noise and climate change and greenhouse gases) are addressed by the Objective 3 (Environment) of this strategy. The other issues are closely linked to the building of sustainable communities. This concept of sustainable communities is at the heart of the North Yorkshire Community Strategy, the North Yorkshire County Council Plan the Submission Draft Regional Spatial Strategy and in the Government’s guidance on producing LTP2s.

Maintaining sustainable communities and other quality of life issues are not solely transport related. Whilst transport can make an important contribution, this is likely to be through partnership working with other agencies in support of their initiatives or as secondary benefits to addressing the Shared Priorities. This objective ensures that local transport schemes and initiatives make an appropriate contribution towards these wider initiatives and addresses the quality of life issues identified by government.

6.3 Problems and Opportunities

6.3.1 Quality of public space and better streetscapes

A large proportion of public space, especially in urban areas, is highway land. As discussed in Section 4 (Environment) much of the built environment in North Yorkshire is of a high quality and historic nature. The needs of modern transport (large volumes of traffic and large vehicles) are often in direct conflict with historic street patterns. In the past streetscape considerations have often been secondary to catering for the needs of vehicles. This conflict manifests itself in two main ways.

6.3.2 Firstly in some of the older towns and cities in North Yorkshire narrow streets, especially in the town centres, are unsuitable for the large volumes and sizes of modern traffic. These areas are often the same areas that suffer from traffic congestion and the associated environmental problems. Footway width is often limited and the streetscape is dominated by queuing traffic and the presence of heavy goods and other large vehicles. This can be a major disincentive to pedestrian and cyclist activity and, where this occurs in shopping streets, may also impact on the local economy. The main communities in which this is a problem are listed below:

- Ripon city centre
- Malton town centre
- Pateley Bridge
- Skipton (parts of the town centre)
- Hawes (High Street)
- Glusburn (Main Street)
- Whitby town centre
- Settle town centre
- Knaresborough (High Street)
- Tadcaster town centre
- Pickering

However, many of the above communities already have bypasses or suitable diversion routes. The potential for addressing the traffic problems through traffic management is high and by working with District Council partners and developers the local streetscape can be vastly improved. This approach has been very successful in recent years in Ripon city centre.

6.3.3 Many other towns in North Yorkshire have wide main streets or Market Places. In many of these towns, except on market days, these areas are dominated by car parking. Whilst plentiful and convenient car parking in the commercial centre of the town can be beneficial to local retailers, the presence of so many parked vehicles does have a detrimental effect on the character of the town centre. The main towns of this type are listed below:

- Selby
- Skipton (High Street)
- Masham
- Thirsk
- Helmsley
- Northallerton
- Bedale
- Leyburn
- Richmond
- Stokesley

The County Council, as Highway Authority, is responsible for the management of on street parking in these areas with the District Council often being responsible for off street parking. Working in partnership, the County and District Councils can manage this parking to reallocate public space to pedestrians without having an adverse effect on local retailers. As part of the first LTP this approach has proved successful where the County Council has carried out Town Centre Traffic Management Strategies and in fact, in many areas the improved pedestrian environment has actually lead to improved trade for local retailers.

6.3.4 Community safety, personal security and crime

Whilst crime rates in North Yorkshire are less than the national average, the fear of crime, real or perceived, is still a major influence on people’s travel choices. A significant proportion of the population of North Yorkshire is over the age of 60 years (almost 25%). Experience shows that older people tend to be more susceptible to the fear of crime. The County Council needs to ensure that all transport provision takes due
account of crime and disorder issues for all, but with special reference to the needs of vulnerable people such as the elderly. Furthermore, working with the police and planning authorities, the County Council must seek to influence the design of new development to take into regard these issues and hence remove one of the main barriers to people choosing sustainable modes of transport.

6.3.5 Healthy communities
Lack of physical activity amongst all age groups is a significant factor in poor health. Transport can contribute to people’s exercise requirements. However, there is a trend nationally and in North Yorkshire for increased private car use and decreasing levels of pedestrian and cycling activity. Whilst the large, sparsely populated nature of the county means that walking or cycling is not a suitable means for making many trips there are still gains to be made. Limiting, or even reversing the trend towards increased car use, especially for school transport, will contribute towards improved health. The County Council can influence this trend through the provision of improved facilities for walking and cycling and through Travel Awareness campaigns promoting active transport.

6.3.6 Sustainable and prosperous communities –
Creating sustainable and prosperous communities is at the heart of all the Local Transport Strategy objectives and is described in more detail in Section 7 (Economy).

Of particular relevance are the proposed housing and employment allocations included in the draft Regional Spatial Strategy. Details of the allocations, and potential locations, for each district are included in section 9.3.2 and Chapter 2 of the LTP. It is important that these allocations allow the building and maintenance of sustainable communities. The size, location and mix of types of development can have a significant impact on the volume of trips, mode of transport used and accessibility to key services. The County Council will continue to work closely with the planning authorities to assist in identifying the most appropriate location and types of development to contribute towards building and maintaining sustainable communities.

An equally important issue in many parts of North Yorkshire, especially the National Parks, is the impact of holiday homes and long distance commuters on local house prices. Improved transport provision, whilst benefiting local communities, can also increase the opportunities and attractiveness of a village to commuters. This has the effect of increasing local house prices beyond the reach of ‘local’ people. This is not just an issue in the National Parks. Improved long distance rail services particularly on the East Coast mainline, have resulted in increased property values as daily and weekly commuters from Leeds and even London relocate.
7. Objective 6 (Economy)

7.1 Objective

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

7.2 Background

A prosperous North Yorkshire is a key element of the North Yorkshire Community Strategy and the North Yorkshire County Council Plan. It also forms an important element of other Community Strategies and plans. Transport links are an important factor in the growth of local economies both as a positive factor and as a constraint. This objective therefore ensures that efficient transport contributes towards the wider aim of a prosperous economy across the County.

The adopted Regional Economic Strategy (RES) 2003-2012 is currently subject to a review and updating.

The Draft Regional Economic Strategy (RES) 2006-2015 arising from this review was submitted to the Government in October 2005. It identifies 6 key objectives for the region aimed at realising the potential of all the region’s people, growing existing and new business and enhancing and utilising its environment. Within three cross-cutting themes of diversity, sustainable development and leadership and action, the objectives are:

- More businesses
- Competitive businesses
- Skilled people
- To connect people to good jobs
- Enhanced transport, infrastructure and the environment
- Stronger cities, towns and rural communities

Transport is acknowledged to be a critical issue for the region and is strongly linked to all the objectives as it supports business development, access to jobs and services and the development of towns, cities and rural communities.

Clearly, whilst transport has an important role to play in facilitating all of the above objectives of the RES, its main influences, however, will be on Objectives 5 and 6.

(NB Objective 4 relates primarily to getting people into employment and deals with incapacity, lack of skills, lack of childcare, etc but also refers to making sure that jobs are located in areas that are accessible by transport options which include public transport so as not to exclude people from work.)

The RES covers transport as it impacts on the economy, recognising that transport affects business success, quality of life and the environment. Its relationship with the Regional Transport Strategy, the role of LTPs and the Northern Way is also recognised.

7.3 Problems and Opportunities

The currently adopted RES incorporated a sub regional action plan for York and North Yorkshire. The key strategic objectives of this action plan were ‘to develop the opportunities in the York economy to act as a regional and sub-regional economic driver, to build a new economic base in the Selby, coastal and rural areas and to encourage the start up and growth of high value added businesses.

Whilst this approach to sub regional action plans has not been included in the revised consultation draft RES the key economic issues identified remain a priority for North Yorkshire. Details of these are given below:

7.3.1 To build an new economic base in Selby

The closure of the Selby Coalfield and the loss of 2700 mining and related jobs in 2003/4 had a severe impact on the local economy. Whilst only 38.6% of the mining and related jobs lost were residents of North Yorkshire the indirect impact was equally severe. There is a need to replace the economic base in Selby. The Local Transport Strategy must support this both by utilising the good road and rail links in the Selby area and through appropriate improvements to the transport infrastructure and services. Bids for the development of Burn airfield (either for the European Spallation Source project or other employment development) will be supported with necessary improvements to the A19 (including if appropriate Burn Bypass).

7.3.2 To build a new economic base in the 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 must play a role in the partnerships aimed at reversing this long term structural decline. As with the Selby area the role of transport is primarily to support other economic initiatives and ensure that the problems of the geographical isolation of these communities are offset by good communications links (both local and strategic). In particular Scarborough is one of six towns in the region engaged in a pilot phase of a regional Urban Renaissance project. Addressing transport issues is an essential element of this project.

7.3.3 To build a new economic base in the rural areas

The Foot and Mouth epidemic in 2001 highlighted the fragility of rural economies. The decline in traditional industries, including agriculture, has led to a need to establish a more diverse and sustainable economic base. The RES identifies ‘market towns as the drivers of this rural renaissance’. Many of the market towns in North Yorkshire have already been involved in the Yorkshire Forward led ‘Market Towns Initiative’ and subsequent ‘Renaissance Market Towns Initiative’. This concept is also included in the developing Regional Spatial Strategy with its classification of towns as Regional, Sub regional or Local Service Centres. The concept of towns as Local Service Centres for both the town and its rural hinterlands has been adopted by the County Council and will form the mainstay of the identification of transport related issues and solutions in LTP2. These similar approaches to both economic regeneration and transport related provision should allow close integration of the two disciplines. Additionally the County Council and the draft RSS both recognise the
importance of tourism to the economic base of rural areas. As such it will support the County Councils Transport and Sustainable Tourism Guidelines (see Annex J of the Local Transport Plan) whose primary aim is to promote tourism without traffic.

7.3.4 To develop the Leeds and York economy
Developing the economies of Leeds and York and ensuring that the benefits are shared with adjacent areas are a key objective of the RSS. Whilst the benefits of growth in these economies will also be gained in neighbouring parts of North Yorkshire equally many of the problems associated with this growth will be experienced in North Yorkshire. The key 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.
- Reduce accessibility to employment for parts of North Yorkshire resulting from a concentration of jobs in these cities.

For example the RSS identifies that the jobs created in Leeds by 2012 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.

The County Council must therefore seek to balance the benefits of this economic growth with the potential dis-benefits to the environment and economy of North Yorkshire. The principle of boosting the economies of Leeds and York to become the main economic focuses for the region is also proposed for the developing RSS and is included in The Northern Way. It is important however that the RSS 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.

7.3.5 Whilst the County Council will support measures to address these economic issues it is essential that economic priorities do not override the other considerations. Working in partnership with Yorkshire Forward (the regional development agency), planning authorities and developers the Council must seek to ensure that new developments do not adversely impact on Accessibility, Road Safety, Environment, Congestion and the other LTS Objectives.
8. Objective 7 (Efficiency)

8.1 Objective

Objective 7 (Efficiency) – To ensure that the management and maintenance of the transport infrastructure contributes towards the efficient use of resources.

8.2 Background

This objective embraces the definition of efficiency in its widest sense, seeking to ensure the most efficient use of resources, irrespective of whether that resource is financial, human, material, energy, time or highway space. The objective is primarily concerned with three main elements of efficiency:

Economic Efficiency: This includes the need to achieve the most efficient use of funding available for transport related schemes and projects, thereby demonstrating Value For Money. This includes through 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 reduces their need 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. This element of efficiency particularly supports one of the main aims of the County Council’s Sustainable Development Policy namely the ‘prudent use of natural resources’.

8.3 Problems and Opportunities

8.3.1 Economic efficiency

Funding for transport related schemes and initiatives, whilst substantial, is insufficient to meet the needs and desires of all the population of North Yorkshire. It is essential that the County Council make the best use of all available funding to contribute towards the Aims and Objectives of the Local Transport Strategy. This requirement can be considered at three levels:

• Maximising the amount of funding available – Ensuring that all sources of funding for transport schemes and initiatives are fully utilised. This relates to LTP2 Capital Block allocations, County Council revenue funding streams and any available third party and partnership funding. Whilst securing any funding is very competitive, opportunities do exist. In addition to County Council funding for transport some of the other important funding opportunities are listed below: Developer contributions (section 106 and 278), Lottery funding, Contributions from Parish/District Councils, Coalfields regeneration, European funding, Transport Innovations Fund, Future Builders.

• Option generation – Ensuring that only initiatives which contribute towards LTS Objectives are proposed and that an appropriate balance between scheme cost and the level of contribution towards these LTS Objectives is reached. There is also a need to ensure that all reasonable options are considered and where appropriate ‘gold plated’ schemes are avoided (e.g. if a cheaper scheme can solve 90% of the problem for 50% of the cost the remaining money can be better used elsewhere). This principle applies to both the maintenance of existing infrastructure (including roads) and to new infrastructure and initiatives. Details of the option generation systems to be used for LTP2 initiatives are included in Chapter 4 of the LTP2.

• Scheme/initiative prioritisation – Ensuring that the schemes and initiatives which make the biggest contribution towards the LTS Objectives are given the highest priority. This prioritisation system needs to ensure that for all schemes and initiatives primarily aimed at one objective (e.g. Safety) any secondary contribution or adverse impact on other objectives (e.g. Quality of Life) is fully taken into account. As with option generation this system also needs to be applied to maintenance schemes. Details of the scheme prioritisation system to be used for assessing LTP2 initiatives are included in Chapter 7 of the LTP2.

8.3.2 Transport Efficiency

Transport efficiency is ensuring that the transport infrastructure meets the needs of population for the minimum economic, environmental and social costs. This does not necessarily mean maximising the capacity of the network rather it involves ensuring that the network is used in the most effective manner.

A key concept in understanding transport efficiency is the need to consider the person trip capacity of the network rather than the vehicular capacity of the network. In some cases this may sacrifice the capacity of the road to carry cars but will increase the overall person carrying capacity of the transport network by reallocating road space (or signal time) to public transport, cyclists and pedestrians hence balancing the needs of motorists with those of other transport users. Transport efficiency is not only concerned with network capacity (whether vehicular or personal) but must also consider the need to make trips. In general people travel to gain access to a service of some type. If that service can be delivered locally the need to travel is reduced. In many cases the local delivery of services to a community is more efficient in transport terms than a number of individuals travelling to access those services. For example, local primary schools reduce the need for pupils to travel. This links closely with the local delivery of services to improve accessibility. A similar concept is applicable to freight transport.
transport. Local sourcing of goods, as well as benefiting the local economy, reduces the need to transport those goods and hence is more transport efficient.

However, in the rural areas of North Yorkshire the size and dispersed nature of the population results in a greater need to travel to access these services with trips often over relatively long distances. The nature of the County also makes provision of mass transport and the local delivery of services problematic. Therefore it is likely that the private car will remain the main means of accessing services for many people in the County. This leads to a high proportion of single occupant vehicles on the highway network. Single vehicle occupancy and long distance trips is a poor use of both the highway network and fossil fuels. Since most of the rural road network is not near capacity the problem is primarily an environmental issue.

As stated in Section 5, congestion is not widespread in North Yorkshire even in the urban areas. However, absence of congestion does not necessarily indicate that the highway network is operating efficiently. At peak times in many towns in North Yorkshire the highway network is nearing capacity. This leads to greater sensitivity to unforeseen events (e.g. accidents and road works) which can lead to temporary traffic congestion and its adverse impacts.

In many cases better management and maintenance of the transport infrastructure can improve the efficiency of the network and often represents a better value for money solution to transport issues than the provision of new infrastructure. In value for money terms the maintenance of the asset needs to be to a frequency and standard appropriate to the type and level of its use. Similarly, the appropriate management of users (e.g. ensuring heavy goods vehicles use the Trunk and Primary road network wherever possible, discouraging rat-running through residential areas, reallocation of road space for pedestrians, cyclists and public transport) can make a good value for money contribution towards the other objectives of LTP2.

8.3.3 Resource efficiency This aspect of the efficiency objective aims to ensure that the most effective use is made of scarce natural resources in maintaining and improving the transport network.

For example the County Council currently use approximately 20,000 tonnes of aggregate annually in highway maintenance and construction. This aggregate is not a renewable resource. Much of it is quarried from areas in North Yorkshire and transported around the County to its destination. However, much of the waste material resulting from highway maintenance can be recycled (often on site) and re-used. Not only does this reduce the quantity of aggregates used and transported it reduces the amount of waste material being transported and disposed of in landfill sites. This recycling of material can incur a greater financial cost than using new aggregates. In this case the benefits of recycling to the Environment Objective (in terms of reduced quarrying, landfill and energy use) need to be balanced against any increased financial costs.

For example, in 2004 the County Council’s electricity cost for Street Lighting was in excess of £400,000. Improved efficiency in both the type and location of street lighting used will not only reduce the financial costs of energy but also reduce energy use and hence contribute towards the environment objective.
9. Wider Policy Context

9.1 Introduction

9.1.1 Transport is a means to an end not an end in itself. The vast majority of journeys are not undertaken for their own sake but for people to gain access to other services. Whether this is a child's five minute walk to the local school or a 40 tonne lorry delivering to a supermarket the transport is secondary to the main task.

The Aims and Objectives of the North Yorkshire LTP2 are not therefore 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. Figure 9.1 below illustrates how the Local Transport Strategy and Local Transport Plan contributes towards key Land Use themes and seeks to deliver direct impacts and outcomes.

Figure 9.1

Regional Strategies

- Sustainable Growth
- Settlement Strategies
- Access to Services
- Regeneration
- Natural and Built Environment
- Cross Boundary Activities and Transactions
- Service Centres and Hinterlands

Regional and strategic co-ordination → Key land use themes → Direct impacts and outcomes

To ensure that the LTP2 is joined up with this wider planning and policy framework a number of other documents have been researched. Figure 9.2 below shows how different national, regional and local priorities have been incorporated into the LTP2.

Figure 9.2

Government Policies
- White Paper – The Future of Transport
- LTP Guidance
- Accessibility Planning Guidelines
- Traffic Management Act
- Gershon Review

County Policies
- North Yorkshire Community Strategy
- North Yorkshire County Council Plan
- Sustainable Development Policy
- Social Inclusion Policy

Regional Policies
- Regional Spatial Strategy
- Regional Economic Strategy
- Regional Housing Strategy
- Rural Development Framework
- The Northern Way

District/National Park Policies
- Community strategies
- Local Development Frameworks
- Local Plans
- Tourism and Visitor Strategies
- Local Priorities
- Consultation

Each of the above policy documents or priorities has provided the context for both the aims and objectives of the Local Transport Strategy and therefore its 5 year delivery plan, the LTP 2.
9.1.2 Each of these documents and policies not only influence the Local Transport Strategy but must themselves be influenced by the LTS. The following sections describe how the interactions between Transport, Land Use and other policy areas have and will be co-ordinated.

9.1.3 As illustrated in figure 9.2 above the responsibility for regional and local planning in North Yorkshire is shared by a number of different authorities. North Yorkshire is part of the Government’s Yorkshire and Humber Region. Regional Planning is carried out at this level by regional bodies. At a local level North Yorkshire has two tiers of local government. The County Council are the transport, education and social services authority for the whole of the county. The local planning authorities for the county are seven District Councils and two National Park Authorities. These authorities are responsible for the production of Local Development Frameworks (LDF’s) for their areas. Figure 9.3 shows the geo-political structure of North Yorkshire. Each of the authorities mentioned above has responsibility for producing different planning documents that are relevant to the whole or part of North Yorkshire. The timescales set by Government for the completion and adoption of each of these documents is different. Table 9.1 below shows these main planning documents, their current status and the differing timescales for adoption.

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<thead>
<tr>
<th>Document</th>
<th>Responsible Authority</th>
<th>Current Status</th>
<th>Anticipated Adoption</th>
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<td>Yorkshire and Humber Assembly</td>
<td>Draft subject to consultation</td>
<td>Late 2007</td>
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<td>Craven LDF (excluding the National Park)</td>
<td>Craven District Council</td>
<td>Early Stages</td>
<td>2007 earliest</td>
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<tr>
<td>Hambleton LDF</td>
<td>Hambleton District Council</td>
<td>Core Strategy Produced</td>
<td>2007 earliest</td>
</tr>
<tr>
<td>Harrogate LDF</td>
<td>Harrogate Borough Council</td>
<td>Early Stages</td>
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</tr>
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<td>Richmondshire LDF (excluding the National Park)</td>
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<td>2007 earliest</td>
</tr>
</tbody>
</table>

Table 9.1 – Status of Planning Documents

9.2 Government Policies


9.2.1 The Future of Transport - a network for 2030

The Government white paper sets out the ‘three central themes’ of the strategy for the next 20 to 30 years. These are:
- Sustained investment – to deliver sustained improvements to the Transport network.
- Improvements in transport management – to get better value from public spending on the road and rail networks.
- Planning ahead – to address long term trends in travel without building our way out of the problem.

The North Yorkshire LTP2 and its associated Local Transport Strategy embraces these central themes and seeks to make a local contribution to the national strategy.

9.2.2 Full Guidance on Local Transport Plans

Within the LTP2 Guidance the government identify the four main Shared Priorities for Transport * namely, Tackling Congestion, Delivering Accessibility, Safer Roads and Better Air Quality. These shared priorities are encompassed in Objectives 1 to 4 of the North Yorkshire LTP2.

9.3 Regional Policies

The LTS and LTP both reflect and form part of the County Council’s comprehensive, strategic approach to the future development of North Yorkshire. As such it is important that the transport strategy, policies and proposals in the LTS and LTP are integrated with the regional strategies being developed for Yorkshire and the Humber and local policies which are currently being prepared by the District Councils and the National Park Authorities in Local Development Frameworks for the detailed development of the county.

It is important that these various strategies and plans complement each other. For the LTS / LTP the links between it and emerging regional policy are vital if it is...
to contribute to the delivery of the Yorkshire and Humber Assembly’s vision for the region. This vision will be expressed through three strategies which are currently being reviewed – the Regional Spatial Strategy (RSS), which will include the Regional Transport Strategy (RTS), the Regional Economic Strategy (RES) and the Regional Housing Strategy (RHS). As previously stated there are significant differences between the timetable for the submission of LTP2 to the Government and the adoption of the revised RSS and RES. Nevertheless, the County Council has been working in close partnership with the Assembly and Yorkshire Forward in the development of regional policy and has made every effort to ensure that LTP2 reflects the emerging regional strategies.

9.3.1 The Regional Spatial Strategies (RSS)

Although the current RSS, based on the Selective Review of RPG 12, was published in December 2004, the final RSS will not be finalised until 2007. The final North Yorkshire LTP therefore incorporates information drawn from the current draft RSS. The Draft Regional Spatial Strategy (RSS) for Yorkshire and the Humber (The Yorkshire and Humber Plan) is currently subject to Public Consultation. This is programmed to finish in April 2006. This RSS replaces Regional Planning Guidance and the Regional Transport Strategy and is the spatial expressing of the vision for the future of the region. The County Council have worked closely with the Regional Assembly in developing this draft and of particular relevance to the LTP have assisted them in drafting Policy T8 (Rural Transport Framework). This policy now adopts the Service Centre Transportation Strategy approach to improving local rural transport as suggested in the North Yorkshire LTP.

It is however unfortunate that the timescale for the development of the RSS is not coincident with the development of second Local Transport Plans and Strategies. It is therefore likely that the Local Transport Strategy will need revising following the approval of the RSS.

To address this issues the methodologies included in the Local Transport Plan for addressing the Shared Priorities have specifically been designed to allow due account to be taken of the adopted RSS. Specifically, RSS should provide a framework for LTP2 by:

- providing a spatial development strategy (in association with Local Development Frameworks), outlining the scale and distribution of development, the role and function of settlements and establishing the linkages between spatial and transport planning;
- providing a package of policies and guidance which will support the RSS’s key objective of contributing to the achievement of sustainable development;
- providing a RTS in support of the wider objectives of RSS, which identifies regional and sub-regional transport priorities for investment and management across all modes;
- providing transport policies which will implement the RTS;
- providing guidance on policies, initiatives and measures of regional and sub-regional significance, such as accessibility, to be addressed in LTPs.

Equally, LTP2 will support RSS by:

- focusing on the priorities identified in RSS;
- Ensuring that the adopted Strategy is broadly consistent with and supports the RSS and RTS (see section 10.2.2)
- providing a package of policies and proposals to implement the RTS at the local level, including such issues as for managing and improving the road network, managing traffic demand, accessibility to jobs and key services and public transport;
- providing a framework and supporting evidence for local transport proposals in line with regional investment priorities;
- identifying and addressing local issues and concerns consistent with the regional and sub-regional framework in RSS;
- informing future reviews of RTS.

In particular the Service Centre Transportation Strategy approach (as identified in Chapter 4 of the LTP and now incorporated into the RSS) allows the County Council and partners to consider transport related issues on a local basis. This will include the consideration of any particular local priority identified in the RSS. For example the draft RSS continues to identify the economic problems of the east coast. In preparing Area Transportation Strategies for these areas the County Council will be able to give due prominence to economic development issues.

As stated above although national guidance indicated that reviews of RTS would be available to inform each new round of LTPs, the current review of RSS and the RTS will not be completed until late 2007. In the absence of this regional framework LTP2 has taken full account of emerging issues included in the consultation draft RSS. In particular The Yorkshire and Humber Plan includes details of draft housing allocations and employment forecasts for each of the Districts and National Parks. Details of these provisional allocations are shown in Table 9.2 and 9.3 below.
<table>
<thead>
<tr>
<th>Authority</th>
<th>Allocation (houses per year 2004 -2011)</th>
<th>Allocation (houses per year 2011 -2016)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Craven DC</td>
<td>250</td>
<td>200</td>
</tr>
<tr>
<td>Hambleton DC</td>
<td>330</td>
<td>300</td>
</tr>
<tr>
<td>Harrogate BC</td>
<td>400</td>
<td>400</td>
</tr>
<tr>
<td>Richmondshire DC</td>
<td>170</td>
<td>170</td>
</tr>
<tr>
<td>Ryedale DC</td>
<td>230</td>
<td>200</td>
</tr>
<tr>
<td>Scarborough BC</td>
<td>420</td>
<td>420</td>
</tr>
<tr>
<td>Selby DC</td>
<td>400</td>
<td>400</td>
</tr>
</tbody>
</table>

**Table 9.2 – Provisional Housing Allocations**

<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>North Yorkshire Total</td>
<td>35 to 69</td>
<td>252000 to 270200</td>
</tr>
</tbody>
</table>

**Table 9.3 – Provisional Employment Forecasts (2006-2016)**

A comparison of the house building rates and employment forecasts for North Yorkshire, Leeds and York is shown in Table 9.4 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 9.4 - Comparison of the house building rates and employment land**

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, which will impact on the LTP Objectives.

Initial indications are that the District Councils and National Park Authorities will not object to these allocations. However, there are some concerns regarding allocations in Leeds which may impact on North Yorkshire. The housing allocations and employment forecasts for the districts were not available during the preparation of the provisional LTP and could not therefore be incorporated into the document.

Whilst these allocations now give an indication of the volume of new development in each of the districts the location of the development will be determined by the emerging Local Development Frameworks. The locations are therefore not yet known. However, the policies and interventions included in the LTS and LTP incorporate the best available indication from the planning authorities of the potential locations of this future development. In particular where significant development is anticipated it is incorporated into the key issues for each of the Service Centre Transportation Strategies and where relevant into the Congestion and Air Quality Action Plan. Additionally, the LTP and LTS seek to influence the geographical distribution of these draft housing allocations. This will be done by working with the planning authorities in developing the LDF’s. Further details are given in section 9.5.3 of the LTS and chapter 2 and 9 of the LTP.

In addition to the RSS for our region (Yorkshire and the Humber) North Yorkshire abuts the North East Region and the North West Region. LTP2 also therefore embraces key concepts from the RSS for these regions.
9.3.2 Regional Economic Strategy (RES)
This is the ten year (2006-2015) economic strategy for Yorkshire and The Humber. The Draft Regional Economic Strategy (RES) was submitted to the Government in October 2005. It identifies 6 key objectives for the region aimed at realising the potential of all the region’s people, growing existing and new business and enhancing and utilising its environment. Within three cross-cutting themes of diversity, sustainable development and leadership and action, the objectives are:
- More businesses
- Competitive businesses
- Skilled people
- To connect people to good jobs
- Enhanced transport, infrastructure and the environment
- Stronger cities, towns and rural communities

Transport is acknowledged to be a critical issue for the region and is strongly linked to all the objectives as it supports business development, access to jobs and services and the development of towns, cities and rural communities.

The RES can provide a framework for LTP2 by:
- identifying the economic objectives and priorities for the region, particularly where these have implications for transport and accessibility;
- identifying the main economic issues in North Yorkshire, including the need for regeneration in Selby and the coastal areas and the need to create a broader and stronger economic base for rural communities and the;
- addressing specific economic issues facing North Yorkshire.

LTP2 will support RES by:
- addressing issues of accessibility to employment and training which are an integral part of a more diverse and sustainable economic base to the whole rural community;
- providing the main means of meeting local transport needs and for making the necessary sub-regional links into the regional priorities;
- identifying improvements to the transport network that will contribute to the identified economic priorities in North Yorkshire.

9.3.3 The Regional Housing Strategy (RHS)
The currently adopted RHS was prepared in 2003 and identifies and addresses the region’s key housing issues and establishes the main priorities for public investment. This strategy is also in the process of review as part of the RSS. There are fewer direct links between RHS and LTP2 than with the other regional strategies. Nevertheless, one of the key aspects of RHS is the need to balance housing markets and create sustainable communities which is reflected in the approach to accessibility adopted in LTP2.

9.3.4 Rural Framework (Yorkshire and The Humber Rural Framework)
The Yorkshire and The Humber Rural Framework (YHRF) is a plan that identifies and highlights the region’s rural priorities. It sets out how these priorities will be addressed in the region, to ensure rural activity, delivery and funds are customer focused, respond to local needs and are strategically led.

The draft Framework was published by GOYH in November 2005 and is expected to be finalised later in 2006.

9.3.5 Making it Happen: The Northern Way.
The Northern Way is an initiative through which the 3 Northern regions and the Government are working to generate more rapid economic growth in the North of England. It brings together consideration of economic issues, housing and transport and sets out a number of challenges for sustainable communities. The concepts included in the Northern Way are now incorporated into the three Regional Spatial Strategies. However, there are direct implications for LTP2 in the key over-arching principles that Northern Way sets out for the region as a whole and its city regions. These include the improvement of access to the North’s airports and better integration of public transport, which is seen as a key to enabling people to access jobs. Both issues are reflected in the proposals in LTP2.

9.4 County Policies

9.4.1 North Yorkshire Community Strategy
As stated in section 9.1 above the aim of the LTP2 is to coordinate the contribution of local transport towards achieving the wider planning and policy aspiration for North Yorkshire.

A key document in identifying these aspirations is the North Yorkshire Community Strategy.

Every local authority across England and Wales is required to have a community strategy which seeks to promote the social, economic and environmental well-being of their area. The North Yorkshire Community Strategy is a long term vision for the future of North Yorkshire and has been prepared in partnership with other agencies and community groups. Through its leadership and involvement in the North Yorkshire Community Partnership the Council has ensured that the Local Transport Strategy reflects the content and context of the North Yorkshire Community Strategy.

The Vision of the North Yorkshire Community Strategy is:
- North Yorkshire – a place of equal opportunity where all can develop their full potential, participate in a flourishing economy, live and thrive in secure communities, see their high quality environment protected and receive effective support when they need it.

In order to achieve the vision identifies seven main themes which will need to be addressed. These are as follows:
- Secure a sound economy.
- Provide everyone with the opportunity to develop their full potential.
- Help people in need.
- Promote socially inclusive, safe and sustainable communities.
- Take care of our heritage, landscape and environment.
- Maintain a strong, integrated and safe transport system.
• Plan for and deal with emergencies and cope with the aftermath.

The LTP2 is one of the key means of delivering this vision. The Community Strategy vision and themes therefore form the basis for many of the Aims and Objectives of the LTP2.

9.4.2 North Yorkshire County Council Corporate Objectives

The North Yorkshire County Council – Council Plan 2004 – 2007 identifies seven Corporate Objectives for its service delivery. These are as follows:

• Security for all - by promoting safe, healthy and sustainable communities.
• Growing up for the future - through good education and care and protection when it is needed.
• Independence – through employment, opportunity and appropriate support.
• Keeping us on the move - with a safe and reliable transport system and powerful telecommunications.
• Strengthening our economy - by supporting business, developing our infrastructure and helping people improve their skills.
• Looking after our heritage - in our countryside and in our towns and villages.
• Keeping in touch - by listening to your views, by planning to meet your needs and by telling you what we are doing.

The County Council Corporate Objectives are intended to contribute towards achieving the vision of the North Yorkshire Community Strategy.

9.4.3 North Yorkshire Sustainable Development Policy

In December 2004 the County Council adopted a Sustainable Development Policy. The aims of the policy are in line with the Government’s definition of sustainable development which is

• Social progress which recognises the needs of everyone
• Effective protection of the environment
• Prudent use of natural resources
• Maintenance of high and stable levels of economic growth and employment

The County Council also adopted 12 objectives of the policy. The Local Transport Strategy and Plan comply with, and contribute towards the aims and objectives of the Sustainable Development Policy.

9.5 District Policies

9.5.1 District Council Key Themes

Work undertaken by the North Yorkshire District Councils and National Park Authorities as part of the emerging Regional Spatial Strategy and in the preparation of Local Development Frameworks has identified a number of key themes underpinning the future development of the county. Central to these is the concept of sustainability and sustainable communities, ensuring that levels and patterns of development and change are able to meet the needs of the present without compromising the ability of future generations. Implicit in this work is the recognition that achieving sustainable communities will require different responses to reflect local circumstances.

Within this framework the key themes are:

Sustainable growth
There is a need to provide a level and distribution of housing and economic growth which will enable local communities to plan for their needs and aspirations. Such a scale and pattern of development will provide a framework through which sustainable communities and their wider social, economic and environmental needs can be delivered. This will involve a level of growth sufficient to sustain service centres and rural communities, provide for local needs and support a robust and diverse economy without

Role of settlements/ access to services
The differing roles of settlements in North Yorkshire as focal points for the delivery of many key public and private services to the rural hinterlands and surrounding settlements needs to be recognised. Within North Yorkshire the larger urban settlements of Harrogate and Scarborough and the market towns provide both the focus for development and viable, strong and attractive centres for services and employment. Accessibility to services is, however, a major issue in a predominantly rural area and will be an important factor in achieving sustainability.

Regeneration
In addition to the need for sustainable economic growth to meet the needs of local communities which builds on the strengths of the more prosperous areas, there is also a need to provide help to the less dynamic areas and particularly those suffering from the effects of a breakdown in established industries. Considerable emphasis needs to be placed on supporting the economic regeneration and diversification of:

• the coast and particularly Scarborough;
• the rural economy generally, but particularly, the market towns and other rural service centres and the more remote rural areas; and
• those parts of Selby affected by the closure of the Selby Coalfield.

Transport
There is a recognition of the key role that transport has to play in the future development of the county. to improve the quality of transport networks and connectivity, both within the North Yorkshire and with adjoining areas, to reduce social exclusion and improve access to services and opportunities, support regeneration and economic growth and facilitate a more sustainable pattern of development.

The environment
The quality of the environment is one of North Yorkshire’s key resources both for local people and for the local economy. The planning authorities are committed to safeguarding and enhancing the quality of the natural and built environments, retaining local character and distinctiveness, protecting biodiversity and promoting the sustainable management and use of resources.
Affordable housing
Affordability is a significant issue across North Yorkshire. The nature and scale of the problem varies across North Yorkshire. The pressure on the housing market is most acute in those areas with good access to the adjoining urban areas (particularly in West Yorkshire) and in the National Parks. But the problem, exacerbated by recent house price increases, is found across the county. No District is immune. The affordability problem is, however, only one element of a wider problem facing much of North Yorkshire which draws in such issues as low income levels and access to jobs and services. The need to provide affordable housing is essential for achieving sustainable communities.

Cross boundary issues
There is a recognition of North Yorkshire’s relationships with adjoining areas in both Yorkshire and Humberside and the North East. The influence of Leeds, the City of York and Teesside are keenly felt within North Yorkshire. There are strong functional linkages with these surrounding areas in terms of housing markets, travel to work areas and labour markets, service provision and leisure. These relationships have major implications for the long term development of North Yorkshire and need to be fully understood.

Each of the above Key Themes identified by the District Council are also key themes of the Local Transport Strategy and Local Transport Plan and are fully consistent with the Aims and Objectives of the LTS. The delivery of improved transport services and infrastructure through the LTP will contribute towards progress on these Key Themes and issues both directly and indirectly.

9.5.2 District Council Community Strategies
As stated in 9.4 above all local authorities in England and Wales are required to develop comprehensive community strategies to promote the social, economic and environmental and to contribute to the achievement of sustainable development.

As an area with two tiers of local government (the County Council and District Councils) the seven District Councils in North Yorkshire have also prepared community strategies for their districts. The County Council is represented on and fully engaged with each of the district Community Partnerships responsible for developing and maintaining the Community Strategies.

As with the North Yorkshire Community Strategy the LTP2 must contribute towards the visions included in the district Community Strategies. LTP2 will also act as the delivery mechanism for many of the transport-related issues and priorities identified in the community strategies.

The visions of all the district community strategies incorporate a number of common themes. These are summarised below:
- Economy
- Environment
- Quality of Life / Sustainable Communities
- Equality / Inclusion / Accessibility

These common themes are incorporated into the Aims Objectives and Policies of the LTP2.

9.5.3 Local Development Frameworks and District Wide Local Plans
Under the new development plan system LDFs replace Local Plans and will provide detailed policies and guidance for development. Until LDFs have been prepared by the District Councils, the National Park Authorities and by the County Council in respect of minerals and waste, development proposals at the local level will continue to be considered by the framework provided by the existing adopted Local Plans.

It is important that there continues to be close integration between land-use planning in the LDFs and transport planning in LTP2 to ensure that the authorities’ sustainability objectives are achieved. This will involve clear engagement by each party in the preparation and development of the planning documents to ensure that the extensive and complex linkages between land-use and transport at the local level are identified and understood. Although development of the LDF’s is at an early stage the County Council has engaged with each of the planning authorities to ensure that the emerging land use allocations are supported and guided by the LTP2 policies.

As stated in Chapters 2 and 9 of the LTP the County Council are working with the planning authorities, including using the Accession accessibility planning software, to ensure that land use allocations in the Local Development Frameworks do not conflict with and where possible contribute towards the aims and objectives of the LTP and LTS.

This close working with the local planning authorities builds on partnerships formed during the preparation of the current Local Plans in the mid 1990’s and will continue throughout the development and implementation of both the LTP2 and the LDFs. Specific details of the partnership working to date, and anticipated future developments, are included in chapter 9 of the LTP. Clearly, the successful implementation of both LDFs and LTP2 will depend on joint working towards common goals based on the need for sustainable development.

9.6 Local Priorities
9.6.1 Consultation (see Public Engagement and Consultation Report – July 2005)
Consultation of the Local Transport Strategy was carried alongside consultation on LTP2. Full details are available in a comprehensive Public Engagement and Consultation Report – July 2005 which forms a daughter document to the LTP and is available on request.

9.6.2 The three main elements of the public engagement / consultation are summarised below:
- Phase 1 Public Engagement – To inform stakeholders and the public of the preparation of LTP2 and seek their views on the issues which it should address.
- Phase 2 Public Consultation – To afford stakeholders and the public the opportunity to comment on the Draft LTP2.
- Strategic Environmental Assessment (SEA) Consultation - To meet the requirements of the Environmental Assessment of Plans and
Programmes Regulations 2004 and to afford stakeholders and the public the opportunity to input to the scope of the SEA and to comment on the Environmental Report.

A brief timetable for the engagement / consultation process is included in Table 9.5 below.

<table>
<thead>
<tr>
<th>Date</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>August 2004</td>
<td>Draft DfT Guidance on LTP2 Preparation published</td>
</tr>
<tr>
<td>November 2004</td>
<td>Phase 1 Public Engagement</td>
</tr>
<tr>
<td>December 2004</td>
<td>Final DfT Guidance on LTP2 Preparation published</td>
</tr>
<tr>
<td>December 2004 – January 2005</td>
<td>Consultation on draft SEA Scoping Report</td>
</tr>
<tr>
<td>December 2004 to March 2005</td>
<td>Preparation of Draft Provisional LTP2 and undertake Environmental Assessment</td>
</tr>
<tr>
<td>March / April 2005</td>
<td>Phase 2 Public Consultation (including Environmental Report)</td>
</tr>
<tr>
<td>May 2005 to July 2005</td>
<td>Completion of provisional LTP2</td>
</tr>
</tbody>
</table>

Table 9.5 – Public Engagement Timetable

9.6.3 The November 2004 Public Engagement established local (North Yorkshire) priorities for the Local Transport Strategy and LTP2. This involved workshop to which over 150 key stakeholders were invited, the distribution of a leaflet and questionnaire to almost 1000 other stakeholders and a publicity campaign to engage the wider public and inform them of the availability of the leaflet and questionnaire. (A full list of Phase 1 Key Stakeholders is included in the Public Engagement and Consultation Report) Details of the consultation and the questionnaire were also available on the County Council website. Figure 9.6 below shows the first and second priority for action in the LTP2 and the percentage of the respondents identifying each issue.

Local Transport Plan (incorporating a draft Local Transport Strategy). As with the first stage consultation this involved sending information to over 600 stakeholders and a publicity campaign to engage the wider public to respond. Copies of the Draft Local Transport Plan and SEA Environmental Report were also sent to 82 Key Stakeholders.

In total 181 responses were received. Details of the distribution of these responses are shown in Table 9.6 below.

Consultees | No of Responses |
------------|----------------|
NYCC Committees (Seven Area and two Overview and Scrutiny) | 9 |
Planning Authorities (Seven District and two National Park Authorities) | 9 |
Government Bodies | 8 |
Stakeholders and other representative organisations | 46 |
Individual members of the public. | 103 |
Neighbouring Authorities | 2 |
County Council Members | 4 |
Total | 181 |

Table 9.6 – Distribution of Respondents

Analysis of these responses was carried out on an individual basis. A summary of each of these 181 responses and the action taken (including amendments to the LTP and LTS) is included in the engagement and consultation report.

9.7 Common Themes

Based on an assessment of the above planning documents and the public engagement exercise it is clear that there are common themes relevant to LTP2. These are as follows:

- Equality of opportunity
- Environmental considerations
- Safety and health
- Flourishing economy
- Sustainable communities
- Reducing the need and demand for travel

These common themes form the basis of the LTP2 Key Aims.
10. Transport Strategy

10.1 Strategy Options

10.1.1 In accordance with the requirements of Strategic Environmental Assessment legislation the County Council tested four alternative transport strategy options to address the Aims and Objectives of the Local Transport Plan. 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.

10.1.2 The four options tested were as follows:

**Option 1: Do nothing**
NYCC only fulfilling its statutory duties relating to the Disabilities Discrimination Act, home to school transport and social services.

**Option 2: Continue LTP 1**
Continuing the measure included in the first LTP including provision for soft transport (walking / cycling) improved bus information and provision and measures to improve road safety.

**Option 3: Modal Shift and Demand Management**
Working to reduce the need to travel, encourage modal shift towards sustainable means of transport, making better use of existing services and infrastructure and measures to improve road safety.

**Option 4: Catering for Demand**
Provision of infrastructure and services to cater for unconstrained growth in demand for travel.

Further details of these measures are included in section 4.2 of the Environmental Report.

Table 10.1 below summarises the results of environmental assessment of each of the above strategy options.

10.1.3 Based on the SEA assessment Option 3: Modal Shift and Demand Management is clearly the most environmentally beneficial. The results of this assessment have therefore informed the choice of transport strategy adopted for the LTS and therefore also LTP2. A Strategy based on the concept of improving accessibility of services, encouraging modal shift and demand management was adopted. This strategy concentrates on measures to make better use of the existing highway network and expand alternatives to travel by car.

### Table 10.1 - Summary of Results of Assessment of Strategy Options

<table>
<thead>
<tr>
<th>LTP2 Objective</th>
<th>Air quality</th>
<th>Noise</th>
<th>Water quality</th>
<th>Soil</th>
<th>Landscape &amp; townscape</th>
<th>Cultural heritage</th>
<th>Material assets</th>
<th>Climate change</th>
<th>Biodiversity, flora &amp; fauna</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Option 1: Do nothing</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accessibility</td>
<td>↓↓↓↓</td>
<td>↓↓</td>
<td>↓↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
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</tr>
<tr>
<td>Safety</td>
<td>↓↓↓↓</td>
<td>↓↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
</tr>
<tr>
<td>Environment</td>
<td>↓↓↓↓</td>
<td>↓↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
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<td>↓</td>
</tr>
<tr>
<td>Congestion</td>
<td>↓↓↓↓</td>
<td>↓↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
</tr>
<tr>
<td>Quality of life</td>
<td>↓↓↓↓</td>
<td>↓↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
</tr>
<tr>
<td>Economy</td>
<td>↓↓↓↓</td>
<td>↓↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
</tr>
<tr>
<td>Network Efficiency</td>
<td>↓↓↓↓</td>
<td>↓↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
</tr>
</tbody>
</table>

| **Option 2: Continue LTP 1** | | | | | | | | | |
| Accessibility | ↑↑↑↑ | ↑↑ | ↑↑ | ↑ | ↑ | ↓ | ↑ | ↑ | ↓ |
| Safety | ↑↑ | ↑↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Environment | ↑↑↑↑ | ↑↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Congestion | ↑↑↑↑ | ↑↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Quality of life | ↑↑↑↑ | ↑↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Economy | ↑↑↑↑ | ↑↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Network Efficiency | ↑↑↑↑ | ↑↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |

| **Option 3: Modal Shift and Demand Management** | | | | | | | | | |
| Accessibility | ↑↑↑↑ | ↑↑ | ↑↑ | ↑ | ↑ | ↓ | ↑ | ↑ | ↑ |
| Safety | ↑↑ | ↑↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Environment | ↑↑↑↑ | ↑↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Congestion | ↑↑↑↑ | ↑↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Quality of life | ↑↑↑↑ | ↑↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Economy | ↑↑↑↑ | ↑↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Network Efficiency | ↑↑↑↑ | ↑↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |

| **Option 4: Catering for Demand** | | | | | | | | | |
| Accessibility | ↑↑ | ↑↑ | ↑↑ | ↑ | ↑ | ↓ | ↑ | ↑ | ↑ |
| Safety | ↑↑ | ↑↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Environment | ↓↑ | ↑↑ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ |
| Congestion | ↓↑ | ↑↑ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ |
| Quality of life | ↑↑ | ↑↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Economy | ↓↑ | ↑↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Network Efficiency | ↓↑ | ↑↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |

1 Full details are given in Section 4.3. ↑ indicates positive impact. ↓ indicates negative impact. ⇑ indicates uncertain impact. Significance of impact indicated by number of arrows.
10.2 Strategy

The adopted strategy consists of a number of main Strategy Components which in combination will contribute towards achieving the Aims and Objectives of the LTP2. In most cases these components will contribute towards progress on more than one of the LTP2 Objectives.

10.2.1 The County Council have 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

Table 10.2 below illustrates how each of these strategy components can contribute towards one or more of the Objectives.

10.2.2 Each of the above strategy components links with concepts or policies now included in the draft Regional Spatial Strategy for Yorkshire and the Humber (The Yorkshire and Humber Plan). Through these linkages the adoption of this strategy by the County Council will not only ensure the delivery of the Aims and Objectives of the North Yorkshire Local Transport Plan but will also contribute towards the delivery of the RSS at the local (North Yorkshire) level. A summary of some of the main links with the RSS is included as table 10.3.
<table>
<thead>
<tr>
<th>Objective</th>
<th>Accessibility</th>
<th>Safety</th>
<th>Environment</th>
<th>Congestion</th>
<th>Efficiency</th>
<th>Economy</th>
<th>Quality of Life</th>
<th>Environment</th>
<th>Efficiency</th>
<th>Economy</th>
<th>Quality of Life</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Highway network</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td>Medium</td>
<td>Low</td>
<td>High</td>
<td>Low</td>
<td>Medium</td>
<td>Low</td>
<td>High</td>
</tr>
<tr>
<td>2. To work with partners to reduce disruption to the highway network</td>
<td>Low</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>3. To maintain the transport infrastructure in a manner appropriate to its use</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>Low</td>
<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>4. To develop and manage the transport infrastructure in order to minimise the adverse effects of geographical isolation and services in order to maximise the contribution of greater decentralisation and environmental education and awareness</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>Low</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. To improve the safety of the highway network through engineering, education and enforcement</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. To manage traffic in environmentally sensitive areas</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>7. To manage traffic in environmentally and socially sensitive areas</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>8. To promote sustainable development of the transport network</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9. To promote alternative more sustainable modes of transport</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10. To reduce the need and demand for travel</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>11. To improve the efficiency and effectiveness of the transport network</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td></td>
<td></td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>12. To work with partners to promote the delivery of services</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

**Key**
- High: direct and significant impact
- Medium: indirect or less significant impact
- Low: minimal or no impact
- X: potential negative impact
- -: no impact
<table>
<thead>
<tr>
<th>Strategy Component</th>
<th>Links to the Regional Spatial Strategy</th>
</tr>
</thead>
</table>
| To work with partners to promote the local delivery of services                  | • Supports the concept of sustainable communities and towns as the hubs and principal centres for service delivery in rural areas (Policy YH6 Better Towns)  
• Supports travel reduction as set out in Policy T1 (Personal Travel Reduction and Modal Shift)  
• Supports Policy T8 B (Rural Transport Framework) in influencing the way services are delivered.                                                                                                                                                      |
| To improve the efficiency and effectiveness of the transport network             | • Supports Policy T1 B (Personal Travel Reduction and Modal Shift) to ‘make optimum use of the highway network’.  
• Supports Policy T1 (Personal Travel Reduction and Modal Shift) including through Travel Awareness and other ‘Smarter Choices’ types of initiative.  
• Supports Policy T2 (Parking Policy) through the adoption of maximum parking standards at developments and the use of Parking Management as a demand management tool. |
| To reduce the need and demand for travel                                         | • Supports Policy T2 (Parking Policy) through the adoption of maximum parking standards at developments and the use of Parking Management as a demand management tool.  
• Supports Policy T3 (Public Transport)  
• Supports Policy T4 (Freight) especially T4 B to encourage rail and water freight.                                                                                                                                                                       |
| To promote alternative more sustainable modes of transport                        | • Supports Policy T1 (Personal Travel Reduction and Modal Shift) including through the use of Travel Awareness and other ‘Smarter Choices’ types of initiative.  
• Supports Policy T2 (Parking Policy) through the adoption of maximum parking standards at developments and the use of Parking Management as a demand management tool.  
• Supports Policy T3 (Public Transport)  
• Supports Policy T4 (Freight) especially T4 B to encourage rail and water freight.                                                                                                                                                                       |
| To promote sustainable development                                               | • Supports the concept of sustainable communities and towns as the hubs and principal centres for service delivery in rural areas (Policy YH6 Better Towns)  
• Supports Policy T1 (Personal Travel Reduction and Modal Shift) and Policy YH1 (‘Facilitate fewer and shorter journeys’) by ensuring that new development allows for and contributes towards travel reduction and modal shift.                                                                                                                                                                                                 |
| To maximise the contribution of transport to maintaining the viability and vitality of local communities | • Ensures transport contributes to sustainable communities. Supports Policy T8 (Rural Transport Framework) by ensuring ‘that transport contributes towards addressing the economic and social problems in the rural and coastal areas’.                                                                 |
| To manage traffic in environmentally and socially sensitive areas                | • Supports Policy T1 (Personal Travel Reduction and Modal Shift) to manage congestion  
• Supports Policy T4 L (Freight) to develop lorry routing networks and lorry management  
• Supports Policy ENV10 to protect National Parks and Areas of Outstanding Natural Beauty  
• Consistent with Policy T9 A ‘to make the best use of existing infrastructure by improving management’.                                                                                                                                                          |
| To improve the safety of the highway network through engineering, education and enforcement.| • Through the LTP NYCC will seek to influence the final Regional Transport Strategy section of the RSS to ensure that road (and transport) safety is included as an important consideration.                                                                                   |
| To develop and manage the transport infrastructure and services in order to minimise the adverse effects of geographical isolation | • Supports Policy T8 (Rural Transport Framework) ‘to support and improve rural transport provision’ especially with regards to improving access to services for people in the ‘coast’ and ‘remoter rural’ areas of the region identified in the draft RSS Spatial Vision.                                                                 |
| To maintain the transport infrastructure in a manner appropriate to its use       | • Consistent with Policy T9 A ‘to make the best use of existing infrastructure by improving management and maintenance’                                                                                                                                 |
| To maximise the contribution of the transport network to the development of sustainable tourism | • Supports Policy T5 (Transport and Tourism) in recognising the importance to tourism to the economy but also the impact that tourism related traffic can have on the environment.                                                                                                                                 |
| To work with partners to reduce disruption to the highway network                | • NYCC will seek the recognition of the Network Management Duty in the RSS                                                                                                                                                                                                                                           |

Table 10.3 – Links between the Strategy Components and the Draft Regional Spatial Strategy
10.3 Description of Strategy Components

10.3.1 To work with partners to promote the local delivery of services

Whilst this strategy component has links to demand management it is primarily an important approach to addressing accessibility issues and maintaining the viability of local communities. This supports the concept, which is now included in the draft Regional Spatial Strategy, of building sustainable communities based on the market towns as the principal centres for service delivery to rural areas. The local delivery of services (including health care, education, shopping, employment and leisure) not only reduces the distance people need to travel to access those services but can also make trips by more sustainable modes (e.g. walking and cycling) feasible hence reducing the overall amount of traffic on the highway network and allowing people without private cars to access those services. In addition to being the main transport authority for North Yorkshire the County Council is the Local Education Authority and a major health care provider through Social Services. Working with these ‘internal partners’ will ensure that where appropriate these services provided by the County Council will be provided locally. Additionally the County Council has already formed partnerships with other service providers (e.g. Primary Care Trusts, Jobcentre Plus) to seek the local provision of the services they provide. Local provision of services is not limited to physical provision but will embrace the opportunity of improved telecommunications. The County Council are already working to develop high quality telecommunications (including broadband internet) throughout the county. Further details of this approach to accessibility are included in the Accessibility Strategy.

10.3.2 To improve the efficiency and effectiveness of the transport network

Improved transport provision is not only achievable through new infrastructure and service provision. Current transport networks in North Yorkshire are not generally operating at or close to their capacity. A significant contribution to improving transport provision can therefore be made through the better use of existing networks. In many cases this will also represent better value for money than new provision. In improving the efficiency and effectiveness of the transport network as a whole it is necessary to consider person trips rather than vehicle trips. Traditionally improving the efficiency of the highway network has concentrated on increasing and optimising the ability of the highway to carry vehicles. However when considering the transport network there will be occasions where it is necessary to sacrifice some vehicular (car) network capacity in favour of the overall person network capacity. (e.g. bus priority measures to facilitate modal shift). Notwithstanding the above, appropriate and targeted improved vehicular capacity is an important element of the strategy. Measures contributing towards improved network efficiency will include re allocation of road space to pedestrians and cyclists, improve urban design and encouraging off peak travel as well as physical measures such as improved Urban Traffic Control systems, targeted road improvements at bottlenecks, bus priority measures.

10.3.3 To reduce the need and demand for travel

In most cases transport use is a means to achieving an end. By reducing people’s need or demand for travel the number of trips they make also reduces. The County Council will continue with its two pronged approach to demand management for both personal travel and the movement of freight.

- **Encouragement (carrot)** – The encouragement aspect of demand management is the most important element, and arguably represents true demand management, it is also the most difficult to deliver. The local provision of services (shopping, food, education, employment, leisure etc) will reduce the demand for travel to access these services. This will include ensuring that all significant new developments are located and designed to encourage local service provision. Similarly local sourcing of goods by individuals and companies can reduce the need for the transport of freight. Encouraging people to make to make multi purpose trips (e.g. shopping on the way home from work) can also reduce the demand for travel.

- **Control (stick)** – Control of the demand for travel will be primarily through car parking policies. In 2003 the County Council adopted a policy for the provision of car parking at new development (Transport Issues and Development). The County Council will continue with this policy, and update it as and when necessary. Additionally the County Council will build on the success of its policies for On Street parking charges and controls to ensure that where appropriate this contributes towards reducing the demand for travel without unduly impacting on the viability of the local economy. Off street parking provision in North Yorkshire is generally in the control of the district councils (and National Park Authorities). The County Council will continue to work with these partners to achieve reduced travel demand. It is not likely in the short term (i.e. 5 years) that road user charging will be an appropriate demand management measure for North Yorkshire. We do not therefore propose to introduce congestion charging in North Yorkshire during the period of LTP2 (2006-2011). However in the light of the success of the congestion charge in central London the government are leading the debate on road pricing (for both the national and local level). The County Council will engage with the government in this debate.

10.3.4 To promote alternative more sustainable modes of transport

A full bus can carry approximately 40 passengers yet only takes up the same road space as about two average sized cars. Clearly therefore transferring trips from private cars to public transport can lead to a significant reduction in the number of cars on the road. Transport by other modes (e.g. rail, walking and cycling) can be even more efficient in reducing the road space required and the impact of transport on the environment. Encouraging Modal Shift is a key element of the Regional Transport Strategies approach to addressing congestion issues. As with
Demand Management the County Council will continue with its Encouragement and Control approach.

- Encouragement – This will include ‘Smarter Choices’ type of measures such as continuing to raise the awareness of transport choices amongst the travelling public and seeking to ensure that urban design policies and practices reflect the needs of sustainable transport modes as well as the physical provision for sustainable modes (walking, cycling, public transport) for both existing settlements and at new developments. Additionally the County Council working through Freight Quality Partnerships and with local businesses will encourage the use of different means of freight transport whether this be the transfer of freight from road to rail and water borne or the use of more appropriately sized vehicles (fewer larger vehicles for long distance trips, smaller vehicles for shorter local trips on smaller roads). Further details of how the Council will encourage greater bus use in the period 2006 to 2011 and beyond can be found in the Bus Strategy and Bus Information Strategy which form annexes to the LTP.

- Control – The control measures identified for the demand management strategy will also influence people’s choice of travel mode. However to encourage modal shift it is necessary that the provision of alternatives are synchronised with the controls. Direct controls on freight transport are likely to be limited to the appropriate use of Traffic Regulation Orders imposing weight restrictions to discourage the use of unsuitable vehicles.

**10.3.5 To promote sustainable development**

Most of the above strategy components are primarily concerned with modifying current land use and transport patterns. In the longer term it is essential to ensure that future land use patterns embrace the principles of sustainability. The size, location and mix of types of land allocations will have a significant impact on travel patterns and modal choice and therefore traffic levels. The County Council will therefore continue to work with Partners (Regional Assembly, Yorkshire Forward and especially local planning authorities) to ensure that future land use allocations and developments are of a type, design and location that positively encourage more sustainable travel patterns and modes or at very least does not encourage unnecessary use of private cars. At a macro level this will involve seeking to ensure that major new allocations are easily accessible from existing transport networks (i.e. principal road network, rail network) and are located to minimise the need for travel (i.e. in or close to the communities they are serving). At a micro level this will involve ensuring that there are direct and convenient walking, cycling and public transport routes to and within the development and that where appropriate the development includes for the local delivery of services. The County Council have already adopted guidelines on Transport Issues and Development (2003) and will continue to review and update these as and when necessary. This will include a requirement for developers, when the County Council deem it is necessary, to produce in support of their planning application one or more of the following:

- Accessibility assessment
- Workplace travel plan
- Freight travel plan
- Visitor travel plan

**10.3.6 To maximise the contribution of transport to maintaining the viability and vitality of local communities**

This strategy component is particularly important in contributing towards the Quality of Life and Economy Objectives. Whilst many of the other strategy components will indirectly benefit the viability and vitality of local communities the County Council will also implement measures that will directly contribute. These measures may supplement the local delivery of services strategy by providing better transport linkages between villages and from villages to local towns hence allowing, for example, one shop or school to serve the population of more than one village. In larger towns measures to improve the environment of shopping streets (pedestrianisation, reducing traffic sign clutter, traffic calming etc) have been shown to increase trade significantly. At the larger scale measures to improve rail services or the principal road network to areas such as the east coast of the County will assist the regeneration of the economy of the area. An equally important part of this strategy component is ensuring that action is taken to remove or reduce the adverse effects of traffic and transport on the vitality of communities. Specific measures of this type may range from the introduction of a pedestrian crossing to reduce severance in a village to the construction of a bypass to remove traffic and its adverse environmental and social effects from a community.

**10.3.7 To manage traffic in environmentally and socially sensitive areas**

The effects of traffic, and to a lesser extent all transport, on both the natural and human environment are well documented. Alongside measures to reduce the volume of traffic on the roads the County Council will therefore manage the traffic on the highway network to reduce its impact on sensitive areas. These are primarily areas of high environmental value (e.g. National Parks, Conservation areas) or where traffic is in direct conflict with human activity (e.g. residential areas, main shopping streets). This management will include both measures to reduce the impact of traffic on its current route (e.g. speed restraint) and where appropriate the diversion of traffic onto more suitable existing or new routes (e.g. improved signing, Traffic Regulation Orders, relief routes).

**10.3.8 To improve the safety of the highway network through engineering, education and enforcement**

Although the first North Yorkshire LTP was extremely successful in improving road safety there are still problems to be addressed. The County Council has recently adopted the York and North Yorkshire Road Safety Strategy. This strategy sets out details of the County Councils approach to improving road safety. The strategy has three broad strands to reducing
road casualties firstly through road safety engineering (including traffic calming) targeted at locations with known accident problems, secondly at general and targeted road safety education and thirdly working in partnership with the Police and using the Council’s new powers in the Traffic Management Act through better enforcement of traffic regulations. Further details can be found in the York and North Yorkshire Road Safety Strategy which forms an Annex to the LTP.

The draft Regional Transport Strategy (incorporated in the draft RSS) does not include any policies relating specifically to highway and transport safety. Through the consultation and Examination in Public process for the RSS the County Council will seek to have this deficit redressed.

10.3.9 To develop and manage the transport infrastructure and services in order to minimise the adverse effects of geographical isolation

Geographical isolation is a significant factor in both social and economic problems in a number of areas of North Yorkshire. This is recognised in the draft RSS Spatial Vision for the Coast and Remoter Rural areas but is also an important factor for other areas of the County. The problems range in scale from accessibility problems for individual properties in rural areas to the economic issues of the East Coast towns such as Whitby and Scarborough. A high quality transport infrastructure, both road and rail (and to a lesser extent water and air), reduces the effects of geographical isolation on users of private transport and forms an essential basis for the provision of public transport services. This strategy component is closely linked to maintaining the vitality and viability of local communities but is less focussed on boosting the local economy and more focussed on improving accessibility to key services.

10.3.10 To maintain the transport infrastructure in a manner appropriate to its use.

Whilst rail, air and water based travel can all make a contribution towards the Objectives of the LTS the majority of transport solutions available to the County Council remain Highway Based. This is not limited to car travel but includes all bus and coach travel, most community transport, taxis, motorcycling, walking, cycling and horse riding. The highway network is not only the road network but also includes structures (bridges and retaining walls), footways and pavements, cycle tracks, bus stops and other public rights of way (footpaths and bridleways). This wider highway network therefore forms the essential infrastructure on which most transport services rely. It is therefore vital to these services that the network is maintained in an appropriate state of repair for its type and level of use. This involves ensuring that, for example, the surface condition of a cycle track or road used as part of a cycle route is suitable for cycling on, that footways are free from trip hazards or that or that the structure the strategic road network is suitable for large volumes of heavy traffic.

Equally, in financial efficiency terms and in a climate of limited funding availability, it is important that due priority be given to the most important (in terms of contributing to the LTP Objectives) sections of the network and that the maintenance regime balances the costs of maintenance with the benefits. For example, little used rural footways do not need to be maintained to the same high standard as main shopping streets and housing estate roads is 30 mph speed limits do not need the same level of skid resistance as high speed rural A roads. Further details of how the Council will implement this strategy component are included in Chapter 8 and Annexes G and H of the LTP.

10.3.11 To maximise the contribution of the transport network to the development of sustainable tourism

Tourism is a very important economic driver for North Yorkshire contributing over £900 million per annum to the economy and accounting for almost 12% of the employment of the County. However, as described in sections 4 and 5 above this high level of tourism does generate a significant travel demand and associated traffic problems in parts of the County. Tourism is also identified in the Regional Economic Strategy as an important growth sector for North Yorkshire and the draft RSS includes a specific Transport and Tourism policy (Policy T5). The purpose of this strategy component is therefore to support and build on RSS Policy T5 by encouraging more sustainable travel choices for both existing and new tourism and therefore assisting the growth of the tourism industry in North Yorkshire whilst minimising the adverse impact on tourist associated travel. The County Council, working with a number of partner organisations, has therefore developed a Transport and Sustainable Tourism Guide which incorporates a range of measures to encourage tourism without traffic. A copy of this guide is included as Annex G to the Local Transport Plan.

10.3.12 To work with partners to reduce disruption to the highway network

The Traffic Management Act 2004 places a new duty of Network Management on all highway authorities. Whilst, as previously stated, the County does not suffer from widespread congestion, disruption due to both planned and unforeseen events can exacerbate congestion in those areas where it does occur and can lead to significant temporary congestion and disruption in other areas. This strategy component therefore aims to ensure that the County Council works with all its partners to ensure disruption due to temporary works and events is minimised. This will involve working with both those causing the disruption (utility companies such as Transco, British Telecom etc and the Council itself) and those effected by the disruption (bus operators, taxi operators and the general public) to ensure that the duration and effects of any works or effects are minimised and that the users of the network are aware of the planned disruption. Details of the proposals for implementing this component are included in Annex G of the LTP. In implementing this strategy component the Council will not only fulfil its Network Management Duty but will assist the free flow of traffic on the network.
10.4 Toolkit, Scheme Identification and Scheme Prioritisation

To ensure that the Transport Strategy delivers the Objectives identified the County Council has identified a toolkit of measures and has improved its systems of scheme identification and scheme prioritisation.

10.4.1 Shared Priority Initiative (Toolkit) – Each of the 10 Strategy Components identified above shows, in a general manner, the approach we will take to addressing issues related to the LTP2 Objectives. These components are however generic. For example the strategy component ‘To promote alternative more sustainable modes of transport’ indicates that we will encourage modal shift from car based transport but does not highlight the specific type of measure we will take to do this (e.g. improving bus services and infrastructure or providing better facilities for pedestrians). A toolkit of specific measures which contribute to each strategy component has therefore been developed. Details are included in Chapter 6 of the LTP2.

10.4.2 Scheme identification – Historically transport problems and issues have been identified on an ad hoc basis by the local community or the County Council. A successful and well supported element of the first LTP was the introduction of Town Centre Traffic Management Strategies. These supplemented the ad hoc system by direct engagement with the community to consider all the transport problems, issues and potential solutions for each town in an integrated and holistic manner. Building on this approach a major element of scheme identification for the LTP2 will be the adoption of an approach which identifies towns and larger villages as Local Service Centres which provide many of the essential services both to residents of the town and to the rural hinterlands. The County Council will engage the local community of both the town and its hinterlands to identify local transport issues and solutions which contribute towards achieving the objectives of the LTP2. Full details of this approach and its application are included in Chapter 4 of the LTP2.

10.4.3 Scheme prioritisation – In order to ensure that all transport schemes and initiatives contribute towards the LTP2 Objectives the County Council has adopted an Objective based approach to prioritisation for delivery. Further details are included in Chapter 7 of the LTP2. For every proposed integrated transport scheme or initiative (however identified) the system assesses the level of contribution made to one or more of the seven LTP2 Objectives and compares this total contribution to the cost of the scheme or initiative to produce a score relative to all other schemes. This score is the main criteria used in programming schemes for delivery. This approach should ensure that all schemes and initiatives are prioritised in a manner which overall reflects the best value for money contribution towards the all objectives.
1. Introduction and changes from the Framework

1.1 In 2003 The Office of the Deputy Prime Minister’s (ODPM) Social Exclusion Unit published “Making the Connections” which highlighted the impact the lack of transport has on the levels of educational achievement, poverty and poor health. In turn these lead to poor prospects of employment and increasing social exclusion. The Department for Transport (DfT) took up this theme in its guidance issued to Local Transport Authorities for the preparation of Local Transport Plans in December 2004 requiring the local authorities to prepare Accessibility Strategies for their areas.

1.2 In general terms, accessibility is being able to access those services which are essential to social inclusion (education and training, jobs, healthcare, shops and leisure), where and when one needs to at a price one can afford. While it can be reasonably said that North Yorkshire is a county in which people are relatively well employed, well educated, healthy and free from crime and where the environment is of high quality, it is also true to say that this is not valid for everyone. There are locations where disadvantage is multiple and there are issues relating to rural matters which apply to some people in most parts of the County. These include seasonal and low wage employment, access to local services, transport disadvantage and affordability of housing. Due to its size North Yorkshire presents problems which would not be experienced by those living in the centre of a large conurbation such as York or Leeds. As stated in the Local Transport Strategy, as a consequence of the long distances they have to travel, some residents of the County have difficulty in accessing services which, added to the sparseness of the population in many areas and the provision of public transport, is uneconomic.

1.3 The Accessibility Strategy Framework, which was presented in July 2005, outlined the Accessibility Vision and Objectives, how Accessibility links with the Vision and Corporate Priorities of the County Council and also the implications for accessibility of the wider policies and strategies of the Local Transport Plan. There was an outline of the Strategic Assessment and how it was used to identify the areas where problems relating to access to jobs, health care and food shopping are most prevalent in North Yorkshire and in turn how the initial priorities were developed. It described how targets required as part of the LTP process were to be set and how they would be monitored. The development of partnerships to date and in the future was discussed as well as a description of how the County Council intended to develop the strategy for presentation in March 2006. At that time it was considered too early to be definite as to how the strategy will be implemented, a general flavour was given as to how the Authority intended to progress the Accessibility agenda over the life of the Local Transport Plan.

1.4 This document is the Accessibility Strategy. It seeks to build on the work which was done in the preparation of the framework and detail the way forward for Accessibility Planning in North Yorkshire over the period of the Local Transport Plan and beyond by means of an Action Plan. Of the stages of preparation of the strategy outlined by the DfT, the Options Appraisal has not been undertaken as there has been insufficient time for the development of a range of solutions to the problems outlined later in the document.

1.5 The general direction of the strategy remains unchanged from the Framework in that the focus will be on the access to healthcare. However, in the first year the attention of the Strategy will concentrate on Scarborough where the Indices of Multiple Deprivation show that it has the greatest concentration of Super Output Areas which fall in the lowest 10 or 20% for many of the indices for the country. While the initial focus of the work in Scarborough will be to access to health, it will not be to the exclusion of other problems which may come to light during the course of the work with partners in the town. It may well be found that all of these problems are not necessarily directly related to difficulties with access. However, early indications show that there are some issues which could be improved with better information regarding access to the services which are available in Scarborough.

1.6 In following years it is proposed to look more closely at the other areas where there are Super Output Areas of deprivation falling in the lowest quartile for North Yorkshire; namely, Selby, Skipton, Catterick, Northallerton. While it is impossible at this stage to predict whether other problems may arise which will need to be addressed, it is intended that there will be flexibility in the programming for subsequent years.

1.7 As mentioned in paragraph 1.2, it would appear that North Yorkshire is relatively well placed in terms of employment, educational attainment, standard of health and quality of life generally. This has made the gathering of evidence quite complicated across the County as the pockets of difficulty have been hard to find from using the sets of data which are available to the authority. Consequently, it was felt that there was a need to gather the views of the people of North Yorkshire directly. To achieve this, a questionnaire was circulated through various outlets; Doctor’s surgeries, libraries, Jobcentre Plus offices as well through the Council’s Citizen’s Panel and internal e-mail system. Just over 1% of the households in the County responded. Even this has failed to show any significant problems which could be considered to be Countywide. While the level of the response across North Yorkshire is too low to draw any significant local conclusions, the survey showed general patterns across the County.

1.8 The Accessibility Strategy Framework outlined a means by which the Core Indicator information published by the DfT could be used to calculate an Accessibility Index for each settlement. This could then be used to compare the levels of accessibility between services and also settlements. As will be explained later it has not been possible to progress this idea due to the timing and format of the information published by the Department for Transport in the time available. However, it is hoped that this may be developed further in the future.
2. Accessibility Vision and Objectives

2.1 The objective of the Local Transport Plan in relation to Accessibility is:

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

This is supported by a number of strategy components:

- To work with partners to promote 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 develop and manage the transport infrastructure and service 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

The Local Transport Strategy and the Local Transport Plan include sections regarding Accessibility and these should be read in conjunction with this Strategy.

2.2 Approach to Accessibility

As stated in the Local Transport Strategy and in the main Local Transport Plan, for a county where 50% of the population live in areas defined as sparse or super sparse, accessibility is a major issue for some residents. In particular, those who do not have access to private transport and who are likely to suffer from problems of accessing key services. In the main this is purely due to the long distances that have to be travelled. These factors make the provision of public transport in many areas uneconomic and subsidies are needed to ensure that a service is provided. Consequently, Accessibility is a thread running through the whole of the making of Local Transport policy and its implementation.

The Accessibility Strategy Framework outlined a three-pronged approach to resolving problems for those who have difficulty accessing services. Firstly, the provision of public transport would be examined to check if some amendments may improve the situation. Secondly, the status quo would be challenged and alternative means of service delivery and transport provision investigated. This would involve close working and imaginative thinking on the part of all service providers. Further, it would require managers and auditors to take a more relaxed approach to service provision and for them to understand that allowing clients/customers of other services to use surplus capacity in their transport provision is not necessarily going to increase their costs. Undoubtedly there will be occasions when the tables are turned and their clients/customers will need to use a service from another provider. Finally, the County Council would work with the nine Local Planning Authorities especially in the preparation of their Local Development Frameworks to ensure that future developments contribute to the improvement of the overall levels of accessibility across North Yorkshire. (See paragraph 9.9 of the Local Transport Plan).

Discussions with Officers of the County Council’s Directorates of Education, Social Services and Business and Community Services were held from a very early stage of the preparation of the Accessibility Planning process. An Accessibility Task Group was formed and the relevant Directorates within the County Council were represented. In addition the Officers responsible for the preparation of the North Yorkshire Community Strategy were invited. As it became apparent that there was a wider agenda to be addressed, contact was also made with the North Yorkshire and North East Lincolnshire Strategic Health Authority and the Regional Office of Jobcentre Plus. The North Yorkshire Constabulary’s Community Safety Officer was invited to join the Task Group.
3. Integration with North Yorkshire County Council’s Wider Vision and Objectives

3.1 The Yorkshire and the Humber Regional Assembly has published a number of high level strategic planning documents such as Regional Spatial Strategy (RSS) (consultation draft) and the Regional Economic Strategy which, as their name implies, will detail the regional strategies and policies which are to be incorporated and adopted by the LTP. Section 16 of the consultation draft of the RSS - The Rural Transport Strategy has a number of implications for accessibility planning and the development of a strategy for the County:

3.1.1 Policy T1 (A) requires that planning applications made to local authorities will be accompanied by a Transport Assessment, informed by the public transport accessibility criteria in Policy T3 to ensure development is appropriately located. Policy T3(D) – recommends that Local authorities, and other organisations as appropriate, use the public transport accessibility criteria, detailed in the RSS, to guide the allocation of sites in development plans, the provision of new transport services and infrastructure through local transport plans and other available means. As outlined in paragraph 9.9 of the Local Transport Plan, these policies will be implemented through the progression of the Local Development Frameworks on which the County Council is working with the Local Planning Authorities and through the consideration of planning applications. The County Council is a statutory consultee on applications which affect the highway and accessibility criteria will form part of the consideration of the proposals. The criteria set out in the Strategy do not accord with the Core Indicators set by the DfT however, they are slightly more realistic in that they look at the different geographical areas where access may be needed.

3.1.2 Policy T3 (B) states that support strategies to improve the quality and availability of public transport ticketing and information should have priority. It is felt that the improved information regarding public transport will make potential users more aware of the services provided and therefore they will be more likely to make use of them. The advent of through ticketing is being explored and will do much to improve the long distance usage of public transport. The development of different forms of public transport such as dial-a-ride type services and community and health service provision are all examples of the type of investment required to provide a comprehensive public transport network.

3.1.3 The majority of policy T8 Rural Transport Framework applies to North Yorkshire which is predominantly a rural county:

The region will ensure that transport contributes to addressing the economic and social problems in the rural and coastal areas of the region reflecting the geographical isolation of local service centres and other rural communities from regional centres and the strategic transport networks. The region will support and improve rural transport provision and in particular:

A) Focus on improving access to key facilities and services through the provision of appropriate transport measures, whilst recognising the scope for accessing these facilities by means other than the movement of people to them, in line with Policy YH7 iii) and iv).

B) Influence the way in which services are delivered including support for mobile delivery and improved use of IT and telecommunications.

C) Recognise the benefits of sub regional co-ordination for rural transport provision and support the development of sub regional bodies like Community Rail Humber.

D) Use the rural transport framework as shown in Table 16.4 as the basis for future investment decisions.

Table 16.4 gives examples of interventions which could be used for rural transport. Many of these are already in use in North Yorkshire.

3.2 This section of the strategy will examine specifically the accessibility implications of the NYCC ‘Council Plan’ strategies and policies and the formulation of a county wide strategy to effectively address these issues. These will be based upon the County Council’s Vision and Corporate Priorities which are shown below:

Vision:
“A county which provides opportunity, independence and security for all”

Corporate Priorities:
• Security for all
• Growing up prepared for the future
• Independence
• Keeping us on the move
• Strengthening our economy
• Looking after our heritage and our environment
• Keeping in touch

Each of the objectives will be looked at in detail to consider how the accessibility objectives link with, and can be integrated into, the authority’s wider vision and objectives. These are shown below.

3.3 The Vision

“A county which provides opportunity, independence and security for all”

Accessibility Planning, by definition, contributes to Social Inclusion, therefore, any measures that are introduced will have positive outcomes for all those who visit, live or work in North Yorkshire and thereby contribute to the vision for the County. Improvements to accessibility cannot by themselves necessarily satisfy this aspiration, but by integration with other measures they can produce better results and by working towards a common goal, address the various objectives detailed below.

3.4 The Corporate Priorities

3.4.1 Security for all - by promoting safe, healthy and sustainable communities.

Safety and security are significant factors in influencing peoples’ decisions to travel and the mode
by which they travel. People must feel safe and secure when accessing and using transport modes.

Where possible the County Council will provide safe and secure access to passenger transport and sustainable travel modes to encourage the making of trips without the use of the private car. Improvements to facilities for journeys other than by car, e.g., the provision of cycleways or pedestrian routes within and between settlements or improving facilities at bus stops, will encourage these users and make services more accessible. Increasing the local provision of services in and around settlements can enable communities to become more sustainable and lead to increased participation/inclusion. (see Toolkit of Measures – Annex D of the Local Transport Plan)

3.4.2 Growing up prepared for the future - through good education and care and protection when it is needed.

Access to education remains a major priority for North Yorkshire County Council. Through the Home to School and Colleges Transport Policy, the Council provides transport for all students who qualify from primary aged pupils to 19 years of age. North Yorkshire is a diverse and rural County with a number of schools located in remote and rural settlements where it is essential to provide transport for students to access education and training.

The County Council’s current policy of providing home to school transport over and above the legal requirement has ensured the viability of some public transport routes. As with the village shop, schools in rural areas can provide an essential social amenity for the people of the surrounding area; this enables the development of more inclusive and sustainable communities, in turn reducing the number and length of trips that may be required to access such services across the County. The County has no legal obligation to provide transport services for those who are in post 16 education free of charge. However it recognises that there are barriers which may prevent people from travelling to educational establishments including geographical location, cost of travel and study, course locations and lack of access to passenger transport.

Where possible the County supports students between the age of 16 and 19 in tertiary education by assisting with the cost of travel to the nearest sixth form and/or college from their home address. In many cases this is by dedicated school transport or alternatively, by public passenger transport, also through the Wheels to Education scheme students are able to use mopeds to travel to their place of education or training. These provisions improve the ability of students accessing further education. However, this policy is currently subject to a review because of financial pressures on North Yorkshire County Council’s budgets. On that basis the possibility of charging is being considered. It is anticipated that this will be subsidised.

3.4.3 Independence - through employment, opportunity and appropriate support.

Accessibility planning can contribute significantly to factors of independence by providing people with the means to take up education, employment and other opportunities.

The Council will aim to deliver solutions, in order to ensure that those without access to private transport are able to avail themselves of key goods and services in their area with specific problems being targeted.

Some of the benefits of enabling people to access key goods and services are:

- Promoting social inclusion and participation, particularly for those who do not have direct access to a means of transport
- Providing people with the ability to access employment and other opportunities through transport provision
- Enabling those with special needs or whose mobility is impaired to participate fully in the life of their community
- Improving access to key goods and services for those who have difficulty in this regard wherever they live in the County
- Through liaison with local planning authorities in the preparation of the local development frameworks
- Promoting investment in the creation of jobs in local areas which obviate the need for motorised transport from residential areas

3.4.4 Keeping us on the move - with good roads and a safe and reliable transport system.

The co-ordination and integration of transport modes and services is key to an efficient and reliable transport network which in turn helps in creating sustainable economic development. This is a fundamental element of social inclusion as well as meeting people’s diverse needs to enable essential, and often complex, journeys to be made. The improvement of the co-ordination and integration of the different modes will particularly support and promote more environmentally friendly and universally accessible forms of transport including walking, cycling and public transport. This will form a key part of the Service Centre Transportation Strategies outlined in Chapter 4 of the Local Transport Plan.

The County Council will continue to invest in and maintain public passenger transport to ensure safe, efficient, reliable and quality services. This will include the development of facilities such as new and improved bus stations in Skipton and Malton, better access to the public transport network by improvements to bus stops and, in partnership with operators, continued developments in improving the quality of vehicles.

In line with the Bus Information Strategy there will be improvements to the information provided to passengers to ensure that it is of high quality, comprehensive and readily available at all stages of the journey and easily understood.

The improvement of accessibility in a County as diverse as North Yorkshire has seen the development of alternative methods of travel and interdepartmental co-ordination. For example within remote or rural areas, the County Council has worked with the
3.4.5 **Strengthening our economy** - by supporting business, developing our infrastructure, investing in powerful telecommunications and helping people improve their skills.

It is a key objective for the County to develop its economy to enable growth and economic prosperity for its people. This is done by supporting business through improvements in infrastructure, investment in technology and people through skills and training.

Currently, the County Council is investing heavily in modern ICT communications links through the development of a Wide Area Network (WAN) and Broadband connectivity in general. By providing an infrastructure platform to meet the future needs of the Council to deliver e-government, and one of only a handful of Councils in the country to develop a strategic alliance with the private sector, NYCC intends to ensure that urban and critically rural communities across North Yorkshire should benefit from the availability of these high speed connections.

This measure will provide a valuable contribution to Accessibility in particular and LTP objectives in general. For example, it will support economic development especially in the more isolated settlements, and critically, less prosperous areas such as the coastal strip including Scarborough, Whitby and Filey. It will also impact positively on the accessibility agenda, providing access to essential services such as health, whilst at the same time reducing the need to travel.

However, whilst these benefits may be clear, our research suggests that in relation to home shopping, the evidence remains inconclusive, with some concern over the potential for trip substitution and an increase in ‘White Van Man’ deliveries and also the impact on the future of the village shop. The Council therefore intends to monitor the growing evidence base in this area closely.

North Yorkshire has an unemployment rate well below the national average; however there are wards within the County, some of which are among the most deprived in the country, where as many as 13% of the population are out of work. Closer analysis of these areas will identify if the lack of transport is preventing people from accessing regular or higher quality, better paid employment outside their local area.

There are many schemes available across the County providing training and employment opportunities to the long term unemployed and other disadvantaged groups through the delivery of programmes supported by Yorkshire Forward, Job Centre Plus and the European Union. Improvements in accessibility and transport provision will enable people in the areas of high unemployment to access skills training and subsequently employment.

Accessible transport services should also be made available within and to the County’s tourist destinations. Much of North Yorkshire’s economy is heavily dependent on the tourism industry and needs a high number of visitors to the County each year. This in turn creates large volumes of traffic in and around the more popular areas. The development of passenger transport services and sustainable travel modes can help contribute towards the alleviation of these problems. The development of such facilities for tourists also provides benefits for local residents where previously access to goods, services and employment opportunities may have been a problem.

See the Transport and Sustainable Tourism Guidelines at Annex J.

By supporting Community Transport through contracts, the County Council provides a significant source of revenue for the schemes which are run on a non-profit basis. This ensures that a means of accessing services is available for those who are not able to use public transport.

3.4.6 **Looking after our heritage and our environment** - in our countryside, towns and villages.

When improving accessibility, either through the alternative provision of transport or where necessary construction schemes, the effects on the surrounding area must be borne in mind. It is imperative that developments are sensitive to the character of their surroundings in order to preserve the County’s landscape, wildlife and historic heritage.

Developments must be sustainable in order to meet the needs of today, without a cost to future generations.

The Council has consulted extensively on the accessibility and transportation needs for the people of the County. This has included questions regarding access to goods and services, employment, housing, health and education. As well as taking account of the wider strategies and policies adopted by the County Council, services are developing in response to the views of local people. This is undertaken in part, through community planning with local people through the Local Strategic Partnerships; thereby ensuring that by working with other service providers the needs of the County’s residents are met.
4. Accessibility Implications of the Wider Local Transport Plan Strategies and Policies

This section of the Accessibility Strategy considers ways in which accessibility has influenced the development of the Local Transport Plan. These will be based around the higher level strategies and policies that have been identified as the key priorities within the LTS. Twelve strategy components have been identified which will contribute towards the objectives of the LTP, those components which will have an impact on Accessibility are detailed below and that impact examined in more detail.

4.1 To work with partners to promote the local delivery of services

The provision of local services in villages and rural areas maintains the viability of local communities as residents and visitors can access them without travelling long distances to larger service centres. The local delivery of services not only reduces the need to travel for those who have access to private transport, but also makes the services more accessible for those who do not. It also has the added benefit of making the use of sustainable modes of transport more attractive for many residents. This will continue to be encouraged by the development of facilities for sustainable modes of travel including the provision of routes for pedestrians and cyclists; this will also make the essential goods and services more accessible for those without access to a private car.

Encouraging people to use local services further develops the local economy, increases social interaction and promotes social inclusion and participation. In the case of healthcare it is hoped that the service providers will be persuaded to deliver some services closer to the patient, for example for outpatient treatment and pre-operative assessments. However, clinical rules may preclude some procedures being carried out in this way.

In addition to being a major provider of services through Education and Social Services, the County Council will look to form new partnerships and develop existing ones with other service providers such as local PCTs, the Rural Transport Partnerships and Jobcentre plus offices to provide accessible services.

4.2 To improve the efficiency and effectiveness of the transport network

Improvements to transport provision are not only achievable through new infrastructure and service provision. As outlined in the Toolkit of Measures, significant improvements can be gained from making better use of the existing infrastructure and services; in turn these can contribute to improvements in accessibility.

One method is to increase the levels of provision for sustainable modes of transport and improvements to public transport facilities and services.

An obvious way of improving the number of people using the same volume of infrastructure is to sacrifice car network capacity in order to promote multi occupancy of vehicles and public transport capacity. This can include such measures as re-allocation of road space to bus priority measures and the development of cycle lanes to encourage the use of more sustainable modes. The provision of bus lanes will improve the likelihood of buses running to timetable which in turn has been shown to lead to an increase in patronage. Through increasing passenger numbers the revenue from routes will increase thereby making them more viable and ensuring that public transport can be made available throughout the day and in turn improving accessibility.

Larger service centres may require larger scale measures with alterations in urban design to provide better accessibility for vulnerable road users, including areas of pedestrianisation where it would be of benefit to local people and the economy.

4.3 To reduce the need and demand for travel

North Yorkshire is largely a rural County and access to key goods and services is often made by travelling longer distances by private or public transport. It is recognised that there is a need to encourage and control the need and demand for travel for both car and non car users.

By providing services such as shopping, education, employment and leisure locally, the distance people need to travel to access them is reduced. New residential developments should be located near to local services with facilities to ensure they are accessible by sustainable modes of transport and serve to reduce the overall number of trips required to access these services. As outlined in Chapter 9 of the Local Transport Plan, the County Council is working very closely with the nine Local Planning Authorities in the preparation of their Local Development Frameworks which will aim to achieve these objectives.

Demand for travel by private vehicles to rural and urban Service Centres can be controlled through parking policies. This can be used as a tool to restrict on-street parking through pricing or reduction in provision. The County Council is working in partnership with all local and district councils to manage off-street parking as part of the Government’s policy to control demand for travel by the private car. It is also looking to improve the efficiency of the use of the network by encouraging multi-purpose trips e.g. doing the shopping as part of another trip say on the way home from work, and car sharing for various journeys.

4.4 To promote alternative more sustainable modes of transport

The LTS and LTP both seek to encourage a modal shift of travel within the County, to reduce the number of private vehicle trips and increase the use of more sustainable modes, such as bus use.

This will be undertaken by the continuing development of travel awareness and education of the benefits of ‘leaving the car behind’ and with the
4.5 To promote sustainable development

The County Council and the District Councils have discussed issues of sustainable development and land use. In line with the Regional Spatial Strategy, future land use allocations and designations should positively encourage sustainable travel patterns and be easily accessible by walking, cycling and passenger transport. Allocations will be detailed in the forthcoming Local Development Frameworks prepared by each of the District Councils. New developments should be conveniently located close to local goods and services and therefore be easily accessible by walking, cycling and passenger transport. Every effort will be made to promote and encourage the provision of services close to existing residential development and vice versa along with the provision of appropriate infrastructure e.g. footpaths and cycleways to improve accessibility and reduce the need to travel by car.

This reflects the provisions of draft RSS which indicates that, in identifying sites for development, local planning authorities adopt a transport-orientated approach to development, maximising accessibility by public transport, walking and cycling (Policy YH8c).

4.6 To maximise the contribution of transport to maintaining the viability and vitality of local communities

Transport can contribute a great deal to maintaining the viability and vitality of local communities. Transport links between villages and service centres enables people to access essential goods and services without the use of the private car. However, for those who are unable to walk, cycle or use conventional public transport, then Demand Responsive Transport and Community Transport services can provide access. The viability and vitality of local services which could include schools, post offices and shops are also improved as more people can access them from the surrounding area. Services may be split across a number of settlements (e.g. a school in one village and a shop/surgery in another nearby) which require alternative, sustainable routes to connect them to reduce the number of trips made by the private car. The Rights of Way Improvement Plan’s proposals will hopefully contribute to the provision of such routes. Creating safe and accessible routes for walking and cycling, particularly in and between small settlements can be a problem as existing facilities may be limited. A simple example could be the severance experienced within a village due to a major road running through its centre. With the introduction of a crossing facility, the degree of severance due to through traffic is reduced; people’s access to some services is made safer and therefore more readily available. As mentioned in the toolkit of measures, the County Council is currently developing, and will continue to develop, walking and cycling links between villages to realise the potential of sustainable travel in linking settlements as a viable transport option. The Rights of Way Improvement Plan will include proposals for the provision or development of such links.

4.7 To manage traffic in environmentally and socially sensitive areas

Many of the sensitive areas fall within the rural and sparsely populated parts of the County. Traffic management needs to ensure that those visiting areas by car do not adversely affect the environment which is the attraction: the scenery, the solitude and the wildlife. As described in the Transport and Sustainable Tourism Measures Annex J, reducing car travel by the provision of public transport will contribute to the sensitive management of the environment; it will also be beneficial for the accessibility of those who live in the area. One example of this is the Ripon Roweller. This exists primarily to serve local people providing access to work and services; it also serves tourists visiting Fountains Abbey and Newby Hall.

4.8 To improve the safety of the highway network through engineering, education and enforcement

By improving safety of pedestrians and cyclists one of the barriers to accessibility is removed and this could encourage people to make journeys on cycle or foot which previously would have been made by car. As mentioned above, the provision of a controlled crossing of a major road could make a large range of services that much more accessible. The County Council’s Road Safety Officers spend a great deal of their time educating the various highway users how to be safe when moving around the County. This includes working with teachers in schools as well as mounting displays at events throughout the County.
4.9 To develop and manage the transport infrastructure and services in order to minimise the adverse effects of geographical isolation

Problems with accessibility in North Yorkshire are likely to be more prevalent in rural areas, where access to transport is limited unless people have access to private cars. If no viable options are available for people to travel by any mode, problems of social exclusion and isolation can occur. In some instances, homes with one car can become excluded if the car is used for the journey to work which effectively leaves no means of transport available for the rest of the household e.g. a mother with young children.

The County will endeavour to provide high quality services and infrastructure to reduce isolation and enable people to undertake journeys more easily and efficiently firstly by sustainable modes and, if this is not possible, by private vehicle. Infrastructure forms an essential basis for the provision and development of access to and by public transport services. Well lit and safe locations for bus stops do much to reduce the fear of crime as do open, well lit footways and cycle routes. This in turn contributes to, and maintains, the viability and vitality of local communities and focuses on the delivery of improving accessibility to key local goods and services.

4.10 To maintain the transport infrastructure in a manner appropriate to its use

In the more remote areas the only means of transport is by road (whether in a car, on a bus or on a cycle) and therefore it is important that the road construction itself is maintained. Although the overall load upon the road structure is not as great as on trunk roads for example, the historic construction reflects that and therefore the road network struggles to cope with the increasing weight of individual vehicles. This is in conjunction with the extreme weather conditions experienced in the upland parts of the County can have a serious impact upon the integrity of the network. In view of the need for residents in the remote areas to access services, it is crucial that the network is kept in a usable condition. This includes roads, footways, cycleways, public rights of way, and bus stops. Therefore resources are directed in the first instance to ensuring that the network is kept safe for normal use. Significant emphasis is placed on the importance of winter maintenance for accessibility with 50% of the network treated daily in normal winter conditions at an average cost of £5 million per annum.

4.11 To maximise the contribution of the transport network to the development of sustainable tourism

The transport network can contribute a great deal towards sustainable tourism in the County. Where possible, provision will be made to ensure that everybody has unrestricted and equal access to visitor destinations. It is recognised that visitors can be local residents or people travelling from farther afield and that tourism is a diverse industry. Clearly, there will be instances where the business generated by tourists serves to maintain a service for the local residents throughout the year. Work is currently underway with neighbouring authorities to establish appropriate public transport access to visitor attractions and a transport and sustainable tourism partnership has been established. This partnership has determined three priorities in the short term: Cycling and Tourism; Integrated Ticketing; Information and Marketing, and these are being developed through sub groups.

Effective marketing and promotion of passenger transport (See Annexes E and F), cycling and walking within tourist destinations raises people’s awareness of the travel options available to them. Through the auspices of the Rights of Way Improvement Plan, we will be engaging with the many businesses in the tourism industry to ensure sustainable transport information is easily available to people at the time they make decisions on where and how to travel. This can contribute to a reduction in the problems caused by large volumes of traffic in and around popular destinations particularly in peak season.

4.12 To work with partners to reduce disruption to the highway network

In many areas of the County the only means of accessing services is by road whether by private or public transport, therefore it is important that roads are not closed or disrupted on a regular basis. In line with the duties and responsibilities for Network Management placed on the County Council by the Traffic Management Act 2004, the Authority continues to work in partnership with the relevant Statutory Undertakers to ensure that road openings for the maintenance of pipes, cables or even the road itself are co-ordinated and minimised thereby ensuring that the accessibility of residents is not adversely affected any more than is absolutely necessary.

4.13 Bus and Bus Information Strategies (See Annexes E and F)

These documents discuss the context of public transport and associated information in the County and set down the Council’s criteria for supporting and publicising public transport services. It establishes the priority for those routes which provide access to services identified in the core indicators as being important for social inclusion, and the priority for both revenue and capital expenditure. Further, it outlines procurement procedure which recognises the importance of accessibility planning and incorporates this into the assessment of need.

4.14 Rail Services

Rail can contribute significantly to accessibility, particularly for access to employment and access to major service centres. Patronage across the network in North Yorkshire continues to grow, with significant growth on the Leeds–Harrogate–York Line. In the ten years to 2004/05, passenger growth across the Yorkshire and Humber region has been the highest of all English Regions at 63%.
Whilst the County Council has no direct control over rail companies, we can influence and continue to liaise with the rail industry to ensure that service provision meets demand, and where improved services will result in modal shift from private car to rail, work with the train operators to achieve these aims. We work with stakeholders and operators to assess the accessibility of rail services, both in terms of physical access at stations and access to regional centres and employment.

Active partnerships exist on many of the lines in the County, particularly those operating as Community Rail Partnerships. The County recognises the value of Community Rail Partnerships and have been promoting the Esk Valley CRP for many years; it is pleasing that this is one of only seven lines in the country to be selected as a DfT pilot Community Rail Partnership. Having CRP status enables us to work with communities to be more creative with the timetables, fares and connections to promote the line and improve use and accessibility.
5. The Impact of Accessibility Analysis on the Wider Local Transport Plan Strategies and Policies

This section of the Accessibility Strategy describes how the consideration of accessibility issues will be used to inform and appraise other strategies in the Local Transport Plan.

5.1 Service Centre Transportation Strategies

Chapter 4 of the Plan describes the Service Centre Transportation Strategies approach to identification of schemes and initiatives that will contribute to achieving the LTP2 objectives and building sustainable communities.

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 and 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.

As one of the four shared priorities, an Accessibility analysis will be a key issue in helping to identify the transport related issues of the area and inform both non transport interventions (e.g. changing the way services are delivered), through making better use of existing transport services and networks (e.g. travel awareness initiatives) and through the development and maintenance of networks of routes for pedestrians, cyclists, public transport users and users of private vehicles).

5.2 Scheme Prioritisation

All scheme and initiatives funded by Local Transport Plan capital expenditure will be prioritised using an Objective Based Scheme prioritisation system. Fuller details of this system are included in the Local Transport Plan. This system assesses the contribution of each scheme to all of the seven LTP Objectives (Accessibility, Safety, Environment, Congestion, Quality of Life, Economy and Efficiency) and taking account of costs produces a comparative points score to allow schemes to be prioritised. This effectively means that Accessibility initiatives which also make a contribution to other Objectives will attract a higher score than an initiative which only addresses Accessibility issues and are therefore more likely to be implemented. Similarly schemes to address other objectives (e.g. Safety Schemes) that make a contribution to improving Accessibility also attract a higher score. The aim of this prioritisation system is to ensure that the County Council achieve ‘best value for money’ in delivering against all the LTP Objectives.

5.3 Major Schemes

Accessibility Assessments will be carried out for all new major developments. Proposals will also be assessed using accessibility software to provide an indication of whether their location is appropriate in terms of facilitating ease of walking, cycling and access by public transport.

5.4 Bus Strategy

Through the Council’s Bus Strategy accessibility assessments will be used to establish the priority for those routes which provide access to services identified in the core indicators as being important for social inclusion, and the priority for both revenue and capital expenditure. The procurement procedure also recognises the importance of accessibility planning and will incorporate this into the assessment of need. A summary of the actions to help improve accessibility would be as follows:

- Make existing services more accessible by improving the quality of vehicles and on street infrastructure.
- Ensuring new developments have proper facilities for buses including on street infrastructure and routes which allow buses to turn or manoeuvre.
- Ensuring where possible passenger transport services are integrated with good interchange facilities where necessary, through ticketing and better co-ordination between school buses, social services transport and community transport.
- Improving reliability by working with operators to develop and monitor Punctuality Improvement Plans.
- Ensuring passengers feel safe and secure both while waiting at stops or travelling on vehicles.
- Improving and simplifying fares and ticketing where possible, particularly on through fares and cross boundary.
- Developing experimental services, particularly in sparse rural areas where convention scheduled bus services are not viable or do not exist.
- Improving access to major service centres by developing new park and ride sites.
- Make it easier for people to find about bus services by ensuring easy to understand public transport is available at all stages of a journey and in a variety of formats.
- Improve people’s confidence in public transport by developing real time information systems delivered via SMS, the internet and with strategic on street displays.

5.5 Strategic Planning

Accessibility assessments will also identify where there is a need to influence development patterns at a local level (e.g. through Local Development Frameworks and Development Control) and at a regional level (e.g. through the Regional Spatial Strategy) to discourage long distance travel and encourage sustainable development.

The Rural Transport Strategy (contained within Section 16 of the consultation draft of the Regional Spatial Strategy) sets out the Accessibility criteria which have been developed for the Region in relation to the travel times to and from essential facilities by public transport and these will be applied to future development proposals.
6. Existing Relevant Policies and Strategies of the Directorates of the County Council

While the term ‘Accessibility Planning’ is relatively new, the philosophy of providing better access to services has been an underlying theme in many of the policies of the County Council’s various Directorates for some time. The Accessibility Task Group drew together representatives of the Directorates involved in providing services away from the centres of the County Council’s operations. Listed below are some of the main policies, strategies and initiatives across the Authority. At the present time the County Council’s Directorate structure is due to be changed so that it aligns with the Government’s agendas more closely. The following information is based on the current arrangement of Social Services and Education. With effect form 1st April 2006 these will be superseded by Children’s Services and Adult Social Services.

6.1 Social Services

Current Children’s and Families Practice examples:
- Children’s Fund Scheme – enables young disabled people to access leisure targeting vulnerable families; in communities including Harrogate and Craven, Ryedale, Scarborough, Catterick and Selby.
- Children’s Centres – While Neighbourhood Nurseries are still provided in Scarborough, Selby, Whitby and Colburn, which will soon be converted to Children’s Centres which provide a broader range of support to families. Offering a range of multi-agency services including family support and parental outreach, child and family health services, and links with Job Centre Plus. Whilst in itself this is not an accessibility function, the provision of childcare, plus Job Centre Plus advice, allows parents to work full or part time, or to access appropriate training to help them back into employment.
- Targeting care leavers within a project group to develop education, training and employment needs.
- Encouragement of the participation of workers and service user groups in a number of areas to involve young people in the planning and design of services.

Adults and older people key strategies:
- Valuing People – High on the agenda is the development of services that reflect the principles of rights, independence, choice and inclusion with a greater emphasis on the development of more localised service delivery. The focus will be on greater inclusion and involvement in the wider community of those adults with learning disabilities. More people will access community facilities and participate in a meaningful occupation, including supported employment services where people are supported in paid or voluntary occupations.

Social Services revenue funding - Grant aid to voluntary organisations:
- Grant Aid from North Yorkshire Social Services, North Yorkshire County Council’s Social Services Directorate, operates an annual grant aid programme which provides grants to local voluntary organisations. The Grant Aid programme focuses on short-term preventative schemes, including preventing isolation, with funding of up to three years initially (though this can be extended by up to another two years).

The total budget for 2005/06 was £50,000 and it is expected that a similar amount will be available for 2006/07. A number of voluntary organisations which have an influence on transport issues are given grant funding from the social service revenue budget and these are listed below:
- Ripon CVS – Volunteer Bureau.
- Age Concern, Scarborough – Development of information and advice services into rural areas.
- Thirsk, Sowerby and District CCA – Befriending scheme for those who are isolated based in their own homes and central venue where gentle exercise may be undertaken.
- Volunteer centre, Craven – Good neighbours scheme. Befriending, light shopping, collecting prescriptions etc.
- Interactive Whitby and District – Provides leisure opportunities and respite care for children and young people of all abilities.

6.2 Education

There are a number of policies and initiatives that can be associated with the Accessibility Strategy, these are:

- North Yorkshire County Council is making good progress towards the Change for Children Agenda. Considerable work is being done to enable North Yorkshire as a whole to deliver the five statutory outcomes for children and young people: Be Healthy, Stay Safe, Enjoy and Achieve, Make a Positive Contribution, Achieve Economic Wellbeing. Work is being undertaken, with partners, to formalise the Children’s Strategic Partnership arrangements and to implement the Children and Young People’s Plan. The priorities identified in the plan are based upon statistical analysis and considerable consultation with young people and parents and carers. The new Children’s Services Directorate is in existence from April 2006 but work will continue to develop partnership working and the delivery of services in the coming years.
- Accessibility Strategy – North Yorkshire LEA will continue to work to increase accessibility to education to ensure that those with a disability are welcomed and have their needs recognised. The Authority manages expenditure from the Schools’ Access Initiative which the DfES funds to enhance access to Education in mainstream schools and it is generally used to provide physical improvements. The budget is £2million for 2006/08. (N.B.This does not represent the meaning of accessibility as defined within the shared priorities of the Local Transport Plan but is a literal definition of access provision to services for those with a disability).
- Asset management plan – outlines capital investment for schools. Relevant to wider
• Home to School Transport Policy – Outlines where transport to denominational schools. The recently published Schools White Paper ‘Higher Standards, Better Schools for All – More choice for parents and pupils 2005’ includes proposals to extend rights to home to school transport. The Government proposes to introduce legislation to enable parents of disadvantaged pupils - those entitled to free school meals, or in receipt of their maximum level of Working Tax Credit - to have free transport to any of the three suitable schools closest to their home, where these schools are more than two (and less than six) miles away. Clearly, this will have major implications for the County Council’s Home to School provision. However, as it will be 2008 at the earliest before these new policies affect the Year 7 intake and at least 2012 before the policy is fully implemented, its implications are not considered in detail in this LTP.

• Review of Special Educational Needs and Behaviour provision. In line with the Government’s expectations as set out it in the Strategy for SEN, ‘Removing Barriers to Achievement’, the review aims to break down barriers between mainstream and special schools and to create a spectrum or continuum of provisions that enables and supports greater inclusion. We envisage a transformed role for special schools to include outreach and co-ordinated delivery of specialist advice and support to mainstream schools. This could have implications on transport provision.

• North Yorkshire County Council’s Community Education Service offers Skills for Life courses in local venues across the whole of North Yorkshire and offers free provision to all eligible adults who wish to develop their literacy, numeracy or language skills. The learning programmes are planned locally to meet the needs of the community and are taught by experienced and qualified staff who work with small groups of learners. The service works in village halls, local schools and work places - anywhere where there are learners who want to brush up their skills. Many learners work towards level 1 or level 2 national test qualifications, which are equivalent in level to a GCSE, to help them to improve their employment prospects or help their children with their school work. From August 2004 to July 2005, 2972 learners benefited from accessing Skills for Life courses. Work is also undertaken with local businesses to develop the numeracy, literacy or language skills of their work force with specially designed packages based on the needs of the work place.

• Mobile ICT buses are provided through the Education Directorate’s Continuing Education Unit. These include a multi media van with recording studio, animation facilities and dark room; ten vans equipped as outreach centres to operate independently and three state of the art ICT suites with internet access.

• Connecting Youth Culture providing outreach opportunities for young people to engage with the arts.

• ‘Locals on line’ is a scheme supported by the Big Lottery Fund and UK Online where personal computers with internet access are placed in
6.3 BACS

A number of facilities are provided in both the County’s mobile and permanent libraries. The services available are:

- Mobile library buses (currently 12 units) providing the following services: books, talking books, audio visual including DVD, video, computer games, also access to the main catalogue for specific requests and provision of information on various County Council services.
- Super mobile bus (currently 1 unit) has disabled facilities including a lift and, in addition to the facilities offered by a standard mobile library, provides ICT broadband internet access and word processing facilities. Where there are no facilities for wheelchair users at the permanent libraries due to physical constraints, the super mobile calls on a regular basis to allow those who are chair bound to browse among the books, tapes etc.
- Permanent libraries have a range of opening times and facilities offered across the County. Information on individual libraries can be found online.
- Community resource centres are based on the premises of many of North Yorkshire’s libraries offering face to face discussions and access to all information and services provided by the County Council.
- Home Library and Information Service. Through the use of volunteer drivers this provides a free delivery service for those who are unable to travel to a library, static or mobile, for whatever reason. This may be disability, illness, infirmity or age. It brings people closer to information or entertainment which can be in the form of books, story tapes, audio or video tapes or DVDs.

Supporting Local Produce:
North Yorkshire is an agricultural county which produces high quality food; growing arable crops and raising and finishing livestock. However, despite the availability of local produce much of the food consumed in the county is brought in from other parts of the country or imported from abroad. A project exists to increase the amount of produce bought and consumed locally in order to strengthen our farming industry, support rural communities and reduce food miles. The Council’s, ‘Supporting Local Produce’ project has the following aims:

- To support North Yorkshire farmers and growers by helping them to sell direct to the consumer.
- To make fresh local produce available to all North Yorkshire residents, particularly in rural communities where opportunities for buying food are limited.
- To reduce the distance food travels from the field to the fork.

6.4 Passenger Transport

Access to essential services is often available through a relatively extensive public transport network. It is important to ensure that this network is accessible to everyone and we will continue the process of reviewing and improving the intrinsic accessibility of services by improving the quality of vehicles and infrastructure

A ‘Community Transport Strategy for North Yorkshire’ has been completed and adopted. Currently £150,000 of the required revenue funding has been allocated for its implementation. It is recognised that community transport is often the most appropriate, convenient and cost effective option for personal mobility and access. The strategy therefore aims to ensure the existence and availability of community transport by:

- Increasing community transport capacity
- Creating a stable financial environment
- Establishing a community transport support system
- Introducing new and/or improved operational structures in community transport

An application for funds (£1.023 million) has been
made to Futurebuilder which, if successful, will contribute to the implementation of the CT strategy and build further capacity within the sector.

‘Access and Inclusion Through Transport’ – Best value review recommendation. The goal of this report was to improve the transport services provided by the council that enable:

- children to travel to and from schools and colleges
- vulnerable children and adults to gain access to a range of day care and respite facilities
- all residents of North Yorkshire to access a range of activities and services which enhance their quality of life.

The desired outcome of the review was “the provision of high quality services that meet the needs of the current and potential users within budget and through close co-operation with other transport providers”. The report puts forward a number of recommendations including the establishment of an Integrated Passenger Transport Unit and the implementation of the Community Transport Strategy recognising that the future provision of transport for some clients will be best based in the community in which they live. A copy of the final report of the Best Value Review is available on request.

6.5 School Travel Plans

The Environmental Service’s Travel Awareness Unit has helped nearly 200 schools complete School Travel Plans during 2005 which has brought £1 million into the region. This funding has been used to invest in capital projects that improve non-car modes of access to schools.

The Unit also employs School Travel Advisors that support the work improving access to schools through non-car modes. This involves supporting the work of school councils to get involved in community projects such as supporting the local shops, organising regional and national events such as ‘Walk to School Week’ or ‘Public Transport Awareness Day’ as well as leading classes and assemblies with travel awareness themes.

6.6 Individualised Marketing and Personalised Journey Planning

The County Council was one of the first authorities in Europe to introduce personalised journey planning. This adapted methodology was developed in Australia for the Historic City of Ripon (pop. 16,000).

The Ripon study found that in a rural area the obligations for people to travel are high and their opportunities for sustainable alternatives are low. Hence even with intensive encouragement their inclination their car use only reduced by around 4%. The cost, at £29 per participant, was also higher than can be sustained and take-up amongst the general public was low.

Having discovered that the best response in Ripon came from schools, the opportunity was taken to join the DfT Individualised Marketing promotion and a bid was successful for a project in Knaresborough schools. This demonstrated that some children in a class respond well, but the cost effectiveness would be higher with a “batch processing” approach.

The proposal for the LTP2 period is therefore twofold:

(i) To continue to develop a batch-processing method for use in schools. This will provide individualised location details but leave precise route finding as an exercise to be done with guided teacher input.

(ii) To provide a fully-personalised service for those most in need. This will be developed in association with partners in Social Services and the voluntary sector. A simple method (such as a phone number) will be used in a pilot area to test the costs and effectiveness before potential countywide rollout.

6.7 Travel Awareness

The travel awareness strategy has three clear components:

- To reduce the need to travel
- To promote the use of networks for non-car modes
- To encourage a positive inclination to change

As part of this a campaign has promoted the use of local shops. A full page of the County Reporter which is delivered to every household in the County was used to promote local shops and to invite nominations for exemplars. The local shop promotion was very well received and produced more than one hundred separate nominations. Three of the most voted for shops were presented with prizes and maximum exposure obtained in local newspapers in order to highlight the importance and raise awareness of this issue.

6.8 Rights of Way Improvement Plan

The Countryside and Rights of Way Act 2000 requires the County Council to prepare a Rights of Way Improvement Plan. At present the Action Plan for this document is still to be drafted, however, the improvements to the various ways will undoubtedly improve the levels of sustainable access for local residents and visitors and also serve to improve the health of the population of the County.

6.9 Corporate Policy

Equality

To put the County Council’s Equality Policy into practice in terms of the Accessibility Framework, NYCC will work to:

- **Provide accessible services.** This Accessibility Strategy has been produced to create a framework that identifies how the County Council will work to make services more accessible.

- **Develop the potential of the County Council as a community leader promoting equality and diversity with partners and stakeholders.** In developing the Accessibility Strategy, the County Council can establish itself as a lead figure in accessible service provision across North Yorkshire.

- **Work with local minority communities, and**
other stakeholders to achieve good community cohesion, focussing on particular areas of need and concern as expressed by local people.

In developing this Accessibility Strategy, and establishing dialogue with elements of the population of North Yorkshire through the Strategic Partnerships, the County Council has identified how and where action is needed to provide sustainable, equal and diverse access to services to meet the access needs and, as far as possible, reduce levels of social exclusion across North Yorkshire. It is hoped that the dialogue will continue to grow and develop to ensure a more direct and positive relationship between community needs for access to services and the County Council’s ability to respond to them. This is particularly crucial because of the County’s ageing population, its high number of small, dispersed settlements and its growing minority ethnic community.

North Yorkshire County Council Community Fund.

This funding arises through the distribution of council tax claimed on second homes and distributed by the County Council to each of the districts’ Local Strategic Partnerships [LSPs], these monies may contribute towards transport schemes supported by LSPs.

North Yorkshire Strategic Partnership

In addition to its own policies which steer the Council’s actions, the Authority is also a partner in the Local Strategic Partnerships across the County as well as the North Yorkshire Strategic Partnership. This is currently going through a major restructuring with five thematic groups being established – Children and Young People, Health Improvement, Vulnerable Adults, Safe and Stronger Communities and Enterprise and Economy. Clearly, accessibility is a thread which runs through all these themes and, in particular Health Improvement, as it includes not only promoting a healthy lifestyle through taking more exercise e.g. walking and cycling and eating a balanced diet, but also access to healthcare. All the LSPs have produced Community Strategies and several, including Scarborough’s, are being updated. Many seek to improve access to services as part of their aims and objectives but it would be fair to say that there is little in the way of detail as to how this would be achieved. However, the fact that the strategies make reference to accessibility demonstrates a perceived need for this to be considered.

Community Strategy

This strategy is developed by and for the local communities and people. It will help the key service delivery agents across North Yorkshire come together with a common purpose to make a real difference to the social, economic and environmental well being of the people and places of North Yorkshire. The strategy highlights some of the other reports and strategies outlined in this document.

Social Inclusion Strategy

The Strategy includes what NYCC defines as social exclusion and what its effects can be on people and the areas in which they live. It audits the existing situation and highlights some of the schemes and practices that are currently undertaken by NYCC.

It sets out five Priorities:

- NYCC as an inclusive model;
- Transport provision;
- Implementation of the Community Transport Strategy
- Pedestrian Action Plans
- LTP and the Accessibility Strategy
- Debt and welfare benefit;
- Inclusive education;
- County Council’s Home Library Service;
- Early Years Development and Child Care Partnership;
- Sure Start and the Children’s Fund;
- Connecting Youth Culture;
- New Start Programme for 14–17 year olds.
- Regenerating and building strong communities.

Report of Citizens Panel

These reports contain a great deal of statistical data on the feelings and levels of satisfaction of the County’s constituents. This data gives succinct details about specific issues that can be used to help promote good practice in the County. Statistics include issues such as the highway network, passenger transport and public rights of way. The most recent survey was used as a vehicle for a questionnaire on Accessibility among the panel (see Chapter 7 – Evidence).

Facilitation of the roll out of high speed broadband connections across the County

The Council has invested heavily in modern ICT communications links through the development of a Wide Area Network (WAN) for its own internal business needs; this network is also used by other public sector bodies in the area. However, the County Council is also leading with the support of various regional agencies the development of a next generation high speed broadband network that will be available to the public, private and commercial sectors. The procurement process for this is underway with anticipated roll-out and service availability in late 2006.

By providing an infrastructure platform to meet the future needs of the Council to deliver e-government, and being one of only a handful of Councils in the country to develop a strategic alliance with the private sector to do this, the County Council intends to ensure that both urban and rural communities across North Yorkshire should benefit from the availability of high speed Broadband connections.

Through research commissioned by NYCC from the University of Gloucester, the roll out of high speed Broadband connections is likely to facilitate increases in internet usage and home working, and specifically:

- Teleworking
- Teleconferencing
- Home shopping (groceries, electronic goods, etc)
- e-delivery of services (such as e-banking, NHS Direct, etc)

This measure will provide a valuable contribution to a range of Shared Priority and LTP objectives. For example, it will support economic development especially in the more isolated settlements, and critically, less prosperous areas such as the coastal...
strip including Scarborough, Whitby and Filey. It will also impact positively on the accessibility agenda, providing access to essential services such as health, whilst at the same time reducing the need to travel.

In addition, the potential contribution it will make to reducing congestion should not be underestimated, particularly from rural areas, where it could help sever the link between economic prosperity and increasing personal mobility, such as longer distance commuting. This is already a particular issue for many of the principal service centres, and so represents a challenge for the Service Centre Transportation Strategies to address (Chapter 4).

Our research also suggests a hitherto unforeseen additional benefit in that the existence of more home-based workers (as opposed to commuters), may also lead to the creation and retention of rural services (e.g. local shops). It could also increase levels of ‘social capital’ in local communities, with professional relatively flexible and time free workers looking for involvement with their local community.

However, whilst these benefits may be clear, our research suggests that in relation to home shopping, the evidence remains inconclusive, with some concern over the potential for trip substitution and an increase in ‘White Van Man’ deliveries. The Council, therefore, intends to monitor the growing evidence base in this area closely.
7. Evidence

7.1 How the evidence has been gathered

In gathering evidence in relation to the accessibility needs of the various areas of North Yorkshire, a number of different sources have been investigated. These include:

- Analysis of Social Exclusion Data
- Policy Review
- Corporate Communications
- Local Information
- Mapping
- Public Consultation
- A questionnaire which was circulated to the population of the County through doctors’ surgeries, Jobcentre Plus area offices, leisure centres, libraries, the County Council’s own internal e-mail system and the Citizens’ Panel

In all more than 2700 responses were received which represents over 1% of the households in North Yorkshire.

7.2 An analysis of the evidence gathered

7.2.1 North Yorkshire – Its Geography and Demography

- The County of North Yorkshire covers some 8,037 sq. kilometres and is the largest in England. With a population of 579,990 at a density of 0.7 persons/ha (3.4 persons/ha for England and Wales) it is the second sparsest County in the country. Only 2% of its area has more than 4 persons/ha and 80% of the area is classed as super sparse with less than 0.5 persons/ha.
- Harrogate and Scarborough are the largest towns in the County with nearly 24% of the County’s population living in either of these boroughs. The majority of the remainder live in one of the 28 market towns of which only three have a population of more than 15,000.
- By 2016 it is projected that 22% of the population will be over 65 years old, while currently only 21% are under the age of 18 years old.
- In terms of employment, 85% of the businesses in the County employ 10 people or less. 12.5% of the workforce is engaged in tourism, 3.2% in agriculture, which is three times the national figure, and 27.55% work in public administration, education or health. (See map at Appendix 1).
- In terms of unemployment, 2.5% of the active population are out of work with Scarborough having one of the highest rates at 3.3% which is a reflection of the fact that parts of Scarborough and Eastfield are amongst the 10% of the most deprived areas in England. (Source Annual Population Survey April 2000–March 2005)

7.2.2 Questionnaire

The following paragraphs consider some of the information that can be drawn from the responses to the questionnaire. In general terms the majority of the residents of the County do not appear to have a problem in accessing key services, with the exception of acute Hospitals, within the time set by the Core Indicators. It is clear that the car is the preferred mode of travel. This is not surprising given the high proportion of the rural population that own a vehicle.

Education

- Primary Schools. Of those who replied who had children of primary school age less than 6.2% indicated that the travel time was in excess of the time set by the DfT’s Core Indicator of 15–30 minutes. The majority travelled by foot (61.7%) while 32.8% travelled by car. 58.1% chose not to send their children to the nearest school and in the main this was either due to the desire to attend a church school or the perceived quality of the local school.
- Secondary Schools. Although there are fewer secondary schools across the County only 6.4% of those who replied indicated that the travel time was in excess of the time set by the DfT’s Core Indicator (20–40 minutes). Again the majority travelled by foot (41.4%) while 25.8% travelled by school bus and 25.5% by car.

The prevalence of choosing a school which was not the nearest was less with secondary schools (53.9%). Of those whose children went elsewhere the most popular reason given was again due to the perceived quality of the local school.

Employment

In general the majority (70.7%) of the respondents travel to work by car which reflects the high percentage of the rural population (89.25%) that owns a private car. 17.1% of those who replied indicated that the travel time was in excess of the time set by the Core Indicator time (20–40 minutes). For those using a more sustainable means of travel, only
3.2% take more than the core indicator time. Clearly, with such a high percentage of the employers in the County having less than ten employees, the question of taking the nearest job was largely irrelevant.

Healthcare
- **Doctors’ Surgeries** The number of the respondents who travel to their local surgery by car (56.5%) is slightly greater than those who walk (39.4%). The journey times are well within the core indicator (15–30 minutes) for both these modes of travel (96.6% and 96.7% respectively). Of the 2.9% who travel by bus, 86.5% do so within the core indicator. All of the 1.2% cyclists access their surgeries within the core indicator. Families tended to choose surgeries that were the nearest but for those who did not the most common reason given was that they preferred to remain at the surgery where they were first registered even if it is no longer the nearest to their address.
- **Hospitals** Only 3.1% of those who replied indicated that the travel time to the local Hospital was in excess of the time set by the Core Indicator (30–60 minutes). Due to the locations of the hospitals and the geography of the County it is not surprising that the majority (81.4%) of respondents travel by car.

There are only three Acute Hospitals within the County being located in Northallerton, Harrogate and on the east coast in Scarborough. Obviously, journey times to these hospitals, regardless of travel mode fall outside the core indicator time of 60 minutes for the most parts of the County.

While the ‘Choose and Book’ system is being implemented across North Yorkshire, the choice of hospital was considered to be one of clinical need rather than personal preference and the question was not specifically asked.

Food shopping
- Although 96% of the respondents claimed that they could access their local food store within 30 minutes (core indicator time 15–30 minutes), 27.7% choose not to use the local shop due mainly to the lack of product choice and high price of goods compared to elsewhere. 52.4% of respondents travel to the local food store by car.

Other points to draw from the questionnaire
- The questionnaire asked for reasons as to why those who chose to travel by car do so rather than using a more sustainable means. Of the reasons suggested, the most common was simply convenience at 67.5%. 26.7% of the respondents commented on the need to catch two or more buses and 22.7% were unhappy with the quality of the passenger transport system in general.
- The questionnaire asked as to what would encourage respondents to forsake their cars for bus, train, cycle or walk. Of the reasons put forward a more suitable timing of services (41.8%) and more frequent bus/train service (41.3%) were the most popular.
- The questionnaire asked if people would make use of services if they were made available closer to their homes for example, a disused classroom in the local school. This was an attraction to less than half the respondents. 46.1% indicated they would make use of a Post Office at such a location, followed by a Bank (42.9%), Doctors Surgery (36.6%) and a Food Store (30.2%). This is probably a reflection of the high level of car ownership in the rural areas.
- Accessing services from a mobile facility was even less of an attraction. Again, a Post Office was the most popular (36.3%), followed by a Bank (33.2%), Doctors Surgery (32.6%) and a Food Store (27.4%).
- Of those who responded, 87.2% had a car or van available to their household although 17.4% stated that the vehicle was used for travel to work and was not available to the rest of the household during that time.
- 56.2% of households had one or more cycles and of these, 26.8% said they were used regularly for a wide variety of journeys.

7.2.3 **Access to Health**
In November 2005, an ‘Access to Health Forum’ was held in County Hall and was attended by representatives of the various bodies engaged in providing access to health: health trusts - primary, acute and ambulance transport providers - public and community along with representatives of Government Office for Yorkshire and the Humber. The conclusion of the meeting was that there should be an Access to Health Partnership established for North Yorkshire and this will be pursued during the first year of the Strategy. Key points that came out of the Forum Working Groups were as follows:

**Community/Voluntary Transport**
- Co-ordination of appointments to prevent multiple journeys
- Future planning difficult due to funding issues
- Better co-ordination required
- Wider health benefits need to be promoted (e.g. independence, reducing isolation)
- Evening/weekend journeys difficult for voluntary sector

**Hospitals**
- Audit of ‘Did Not Attends’ required
- Survey required on how people are accessing hospitals and why the mode of transport was chosen
- ‘One Stop Shops’ providing travel information are required
- On going car parking problems need to be re-visited
- Access to healthcare needs to take into account all groups (patients, visitors and staff)

**GP Surgeries**
- General Practices are essentially independent from the PCTs and GPs are not obliged to take on board recommendations from the PCTs
- There is a funding issue for both PCTs and GPs in introducing any new initiatives
- Servicing of large rural areas causes problems
- Due to the different categories of patient, initiatives
to improve accessibility may be beneficial to one particular group of patients but not another (one size does not fit all).

- It was more important to improve accessibility for those without a car rather than persuade those with a car to use more sustainable means
- Appointment times for patients need to be better co-ordinated with public transport
- Where outreach centres are used for types of treatment such as flu vaccinations, the opportunity should be taken to carry out other health assessments that would otherwise require a journey to the surgery
- For initiatives to be successful it will be necessary to identify the benefits to the individual practices to persuade them to contribute
- Can ‘healthy walk schemes’ be used to promote routes to surgeries on foot?

### 7.2.4 Richmondshire Viewfinder

The public bodies in Richmondshire have joined forces with the Local Strategic Partnership to create a single Residents’ Panel for the district. The Panel is made up of nearly 800 people representative of the district as a whole and are consulted on various services in the district through questionnaires. The subject of Learning and Earning raised the following issues:-

- Inappropriate timing of buses
- Cleanliness of buses an issue
- Without being a car owner/driver access would be impossible for most people
- Improved bus timetable information required

### 7.2.5 Wheels 2 Work

The current scheme is mentioned in the DfT’s guidance for the preparation of this Accessibility Strategy and it is clear that there is a demand which outstrips supply. At the Wheels to Work Stakeholders Group Meeting a Business Plan was presented outlining the expansion of the scheme to cover the whole of North Yorkshire. The plan identified the level of need across the County and the fact that the total number of referrals far exceeds the number of people helped. For example Hambleton, Richmondshire and Ripon W2W Scheme have had 840 referrals to date and have been able to help 351 people (42%) of those referred.

### 7.2.6 The Borough of Scarborough

As suggested in paragraph 1.2 and from the results of the questionnaire it can reasonably be said that North Yorkshire is a County with relatively high employment and in which people are well educated, healthy and free from crime and where the environment has a quality second to none. Nevertheless, this happy state of affairs is not true for everyone and there are locations where disadvantage is multiple. One such area which is consistently mentioned in the North Yorkshire Strategic Partnership strategy in this regard is Scarborough Borough. Also In the latter part of 2004 the County Council’s Scrutiny of Health Committee received a series of reports regarding the situation of deprivation in Scarborough and the provision of Healthcare.

Whilst proposals as to how these may have been addressed were outlined they have not been implemented. The information gathered for those reports has been very useful. Further investigation into the situation in Scarborough Borough has revealed the following:
<table>
<thead>
<tr>
<th>Theme</th>
<th>Summary</th>
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<tbody>
<tr>
<td>Geography</td>
<td>The borough of Scarborough covers an area of 817 sq km. It is mainly a large coastal area that includes the seaside towns of Scarborough, Whitby and Filey. The district also extends into the North York Moors National Park.</td>
</tr>
<tr>
<td>Indices of Deprivation</td>
<td>The indices of Deprivation 2004 show that North Yorkshire has very few locations that lie within the top 10% or even 20% of places most deprived at Super Output Area (SOA) level. The Scarborough Borough area however, is shown to have 7 SOAs in the worst 10% of all SOAs across the country, and all are within Scarborough town itself. (Source IMD 2004)</td>
</tr>
<tr>
<td>Health, Sickness &amp; Disability</td>
<td>The health of people in North Yorkshire is relatively good. Ill health tends to be higher in the Scarborough Borough area where clearly there are compounding issues of disadvantage and a relatively aged population. Scarborough has 5 SOAs in the bottom 10% of all SOAs across the County in the Health domain. (source IMD 2004)</td>
</tr>
<tr>
<td></td>
<td>21.6% of the Borough’s population have a limiting long-term illness; this is around 5% higher than the other districts and 6% higher than the National Average. (source census 2001)</td>
</tr>
<tr>
<td></td>
<td>10.6% of the population provide unpaid care in the Borough. 23.1% of these unpaid carers provide care for 50+ hours per week; this is again around 5% higher than the other districts and supports the fact that there are a higher number of people with serious long-term illnesses. (source census 2001)</td>
</tr>
<tr>
<td></td>
<td>Compared to other districts there is a concentration of Incapacity Benefit Claimants within Scarborough, with two of the wards having a percentage of 17.3% and 14.4%. This trend agrees with the high percentage of people with a long-term illness within the district. (source census 2001)</td>
</tr>
<tr>
<td></td>
<td>10.4% of all people in the Scarborough Borough area perceive their health as ‘not good’. This is the highest percentage across the sub region and corresponds with the high levels of long-term illness in the district. (source census 2001)</td>
</tr>
<tr>
<td></td>
<td>Life expectancy for Scarborough Borough residents is low in comparison to the other districts in the sub-region. Female life expectancy is the second lowest in the sub-region, whereas male life expectancy is the lowest. (source ONS 2003)</td>
</tr>
<tr>
<td></td>
<td>Scarborough’s teenage pregnancy rate in 2000 for 15-17 year olds exceeded the sub-regional, regional and national averages. (source ONS 2003)</td>
</tr>
<tr>
<td></td>
<td>The mortality rate for males from coronary heart disease is higher in Scarborough than the other districts in the County and the National Average. (source ONS 2001)</td>
</tr>
<tr>
<td>Transport</td>
<td>30.65% of all households in Scarborough Borough area do not have a car or van; this is the highest percentage across North Yorkshire and is more than double the percentage of households in the Hambleton and Richmondshire districts of the County. Scarborough also has a lower percentage of households with two to four plus cars or vans. Nearly 50% of people from Scarborough travel to work by car; this is the lowest percentage across the sub-region, approximately 20% of people travel on foot, which is the highest percentage in North Yorkshire. 5% of Scarborough’s employees travel to work by bus, coach etc. Again this is high in comparison to the other districts in the County and these factors may be related to the lower levels of car ownership. (source Census 2001)</td>
</tr>
<tr>
<td>Employment</td>
<td>Scarborough’s unemployment rate in 2004/05 is the third highest in the County at 3.3% and in one ward is as high as 9.8%. Those claiming Job Seekers allowance (2.7%) is higher than the other districts in the County and above the regional and national average. (source NOMIS 2005)</td>
</tr>
<tr>
<td>Income</td>
<td>Both the gross weekly and hourly pay in the Scarborough Borough area is below the regional and national average. (source NOMIS 2004) When looking at the index for Income Deprivation Affecting Children, Scarborough has 7 SOAs which are within the worst 10% nationally and concentrated within the town wards. 3 of the same SOAs (out of a total of 4) are also the worst 10% nationally for the Income Deprivation Affecting Older People index. (source IMD 2004)</td>
</tr>
<tr>
<td>Education</td>
<td>Within the Scarborough Borough area 32% of people aged 16-74 years have no qualifications; this is the highest percentage across the sub-region. Similarly, Scarborough has the lowest percentage of people aged 16-74 years with a qualification level of NVQ 4/5. (Basic Skills Agency 2003)</td>
</tr>
<tr>
<td>Accession</td>
<td>A mapping exercise using the Accession software showed there to be a problem in accessing the hospital within the core indicator time from many of the surrounding settlements. An examination of the bus timetables found this to be incorrect with the problem being isolated to the villages to the north and west of Whitby and the south of Filey. As far as it has been possible to ascertain, the majority of areas within the Borough can access essential services within the core indicator times. However, preliminary investigations would suggest that some of these journeys are not easy and require at least one change of bus, as is the case from the outlying areas of the Borough such as Filey and Whitby. As there is no bus station but three clusters of bus stops, the information such as where the buses to the hospital stop is scant at best and local knowledge is essential.</td>
</tr>
</tbody>
</table>
• Meetings in Scarborough
A recent meeting with the Hospital Trust and Patients Forum identified the parking problems which exist at Scarborough General Hospital. Although a recent Planning Application resulted in the preparation of a Green Travel Plan, it has still to be implemented. There appears to be several opportunities to improve the use of the car park, e.g. reducing the staff use, relocate the disabled bays and provide a shuttle for the less mobile patients. The trust has already undertaken to subsidise the bus service to the hospital from the town centre. There also appeared to be a lack of travel information for patients and visitors to the hospital.

• Local Studies
Community Strategy
During consultation for Scarborough Borough Council’s new Community strategy, integrated transport and accessibility emerged as probably the single most significant issue that needed to be addressed. The main topics are:
- Connecting communities to employment opportunities, especially those without access to a private car. Impact of shift work. Role of public and community transport. Promotion of and appropriate infrastructure for walking and cycling to be realistic options.
- Support for an integrated approach (promotion of walking and cycling, public transport improvement, development of park and ride, coach travel, concentration of development in accessible locations, major employers encouraged to consider green modes of transport to avoid peak congestion, discouraging use of private car particularly commuting, improved traffic management).
- Support for better public transport and more community transport.
- Access to Scarborough Hospital from Filey was highlighted during the consultation as a particular difficulty.
- The role of transport in promoting healthy lifestyles e.g. greater promotion of active forms of transport, walking, cycling etc.
- Transport as a barrier to accessing health and other facilities for people of all ages, but particularly in the rural areas.
- Accessible, affordable transport, available evenings and weekends, to maintain social networks, access leisure and recreation. Issue for all ages.
- Getting cars off the road, (especially in central Scarborough and Whitby)
- Better integration of public, private and community transport.

Community Plans
Through the consultation process for their local Community Plan, the communities of Filey and surrounding rural parishes identified the following issues:
- There is a problem accessing the hospital; the age profile of the residents means that many do not have a car and there is no direct bus link from Filey.
- Hospital visiting and appointment times should be linked to the availability of transport.
- As there is only one Dentist in Filey people have to travel a long way to find an alternative practice.
- Improved Community transport is required.
- Extensions to the public transport service are required to enable earlier and later patronage.
- Improve awareness of public transport.
- Fully integrated transport system is required.

Parish Plans
The local parishes of Scarborough have raised the following transport issues through their Parish plans:

• Reighton & Speeton Parish
90% of respondents surveyed never use the bus. The main reasons were given as inappropriate timetable and routes (even though a third of respondents commute to Scarborough every day). The main barrier to improved employment/training opportunities was overwhelmingly the lack of a morning bus service. 30 individuals stated that they would be willing to take part in a voluntary car service. Poor street lighting deters residents from attending local activities. Access to health services was identified as being a significant problem in Scarborough due to its distance from the parish and over 30% of the population are over 60 years old without access to a car.

• Folkton & Flixton Parish
Respondents commented on the infrequent bus services and lack of cycle storage facilities at a local bus stop on a major route. The most requested improvement with regard to public transport is timetabling, there are not enough early or late services to be commutable.

• Osgodby Parish
Cost was the biggest issue with regard to public transport resulting in car ownership being essential for accessing health services. Over 30 individuals would help support a car share or other community transport scheme. Over 150 residents said they would like more information on local transport facilities. Better/wider footpaths and safer road crossings were an issue. A number of residents felt unsafe because Osgodby Lane was too dark and/or crossing Filey Road was difficult.

• Cayton Parish
To create more employment opportunities, improvements to public transport was deemed important. Lack or inadequate access to transport was seen as a barrier to employment and training. There is also no bus service to the local supermarket. 30% of respondents said they had difficulties attending hospital appointments. 40% have problems using public transport due to expense and the routes/timetables did not reflect need.

• Filey Parish
A transferable ticket system for public transport was identified as a requirement. Comment was made that public transport times did not correspond to work times. Accessing the hospital was a problem as there is no direct access by public transport.
8 How the evidence has been used in shaping the Accessibility Priorities

8.1 There has been a presumption that in a County the size of North Yorkshire with the sparsity of its population that many would have problems of accessing the services considered essential for social inclusion. However, when the evidence outlined in Chapter 6 is considered, it is apparent that these problems are not as manifest as first thought. Clearly, there are some who do have difficulties in accessing the services but as far as it has been possible to gauge these do not appear to be in concentrated groups. There certainly does not appear to be one area where there are significant problems. It could be said that the people who are likely to experience problems may not have completed the questionnaire. This was recognised at an early stage of the circulation process and in an attempt to reach these groups the questionnaire was circulated through outlets that they may use. Accordingly, 50 of the doctor's surgeries in the County were asked to place questionnaires on their counters (some 35 agreed). Leisure centres, libraries and Job Centre Plus offices all took copies for distribution among their customers or clients.

8.3 Employment

As can be seen from the map at Appendix 2.1 there is a large number of employers across the County. Indeed, of the County's working population 80% are engaged by companies who employ less than 10 people. Consequently in a County the size of North Yorkshire it is impossible to derive any meaningful conclusions from this data. A measure of the vacancies in a County that has less than 2% unemployment would also be a meaningless exercise. While it is accepted that there are those who would aspire to better quality of employment if they could access it, as far as is known there is no means of quantifying this data.

The Authority has, however, introduced a free staff mapping service for North Yorkshire businesses. The service can plot such information as where existing staff travel from, where would be the best place to recruit new staff from, areas where recruitment is a problem and how it could be linked to travel problems, location of bus routes, easy walking/cycling distances. Advice is also offered on company travel plans.

As stated in paragraph 7.2.4 there are problems in parts of the County for those wishing to travel to work by public transport but are unable to do so because of the timetabling not matching their travel needs. The Bus Strategy indicates that 46% of the Parishes in the County have only a daily bus service and this is more likely to be outbound mid morning returning mid afternoon. Clearly, this does not match the normal working day although it is accepted that given the distances travelled on many routes it is impossible to satisfy everybody. As part of this strategy it is proposed to investigate ways in which this could be improved.

8.3.1 Expansion of the Wheels 2 Work Scheme

As mentioned in paragraph 7.2.5, a Business Plan has been submitted to the Wheels 2 Work Stakeholder Group outlining the expansion of the scheme to cover the whole of North Yorkshire. As the scheme is dependent upon contributions from a variety of sources for its continuance and expansion, it is considered to be worthy of support through the Local Transport Plan in general and this strategy in particular. Not only does the provision of mopeds improve access to work, and in some instances education, it provides the clients with a freedom which vastly improves their prospects of social inclusion.

8.2 Education

With regard to education it was felt that the Council's Home to School Transport Policy, (referred to in Section 6.2) which covers the provision of transport for students from primary school age to 19 years, addresses the indicators for all three levels of education. This is borne out by the questionnaire responses. Consequently, for the time being at least, this strategy will not be considering travel to education in isolation, rather it will be a consequence of other improvements.

8.4 Health Partnership

From the data gathered and detailed in paragraph 7.2.2 access to hospitals does not appear to be a significant problem for the majority of those who completed the survey. However, if a modal shift is to be achieved it is important that alternative methods of delivery are explored. There may be clinical reasons why some procedures cannot be performed outside a hospital but there will be some that can be delivered more locally to the patient's home. These could be through the general practitioners or district nurses. Similarly the provision of General Practices across the County reflects the concentrations of the population that have greatest need of health care and they are for the most part located on regular bus routes (See map at Appendix 2). An Access to Health Partnership is to be established with a view to bringing together the various service providers in this field and thereby establish a forum where problems of accessibility can be considered and simple, cost effective solutions developed.

8.5 Scarborough Borough

The data gathered as part of, and since, the preparation of the Accessibility Framework highlighted the problems of deprivation in Scarborough and in the first year of the Accessibility Strategy will investigate, and seek to implement ways in which access to essential services can be improved. In the following years the emphasis will move to the other towns which have areas within the lowest 20% of deprived areas; Selby, Harrogate, Catterick, Northallerton and Skipton. Section 7.5.4 identified the situation of deprivation that exists in the Scarborough Borough area and commented on transport problems in relation to Scarborough General Hospital.

Early discussions with the Borough Council Officers have been fruitful in that there is agreement in principle to establish an Access to Health Forum in the Scarborough Borough area.

Through closer examination and more detailed survey work over the first year of the Local Transport Plan it is anticipated that much can be done to improve the situation in Scarborough.
9 Elements of the strategy

9.1 The Accessibility Strategy Summary Table at Appendix 4 details the various strategies and initiatives which the Council have in place already or intend to adopt during the term of the Local Transport Plan to address the various issues that have been identified in the use of local or employment, food shopping, health, tourism and cross cutting themes such as transport in general. The Action Plan outlined in Chapter 12 details the work which will be undertaken in the first year of the Local Transport Plan period in Scarborough. A programme for the development of Service Centre Transportation Strategies is detailed in Chapter 4 of the Local Transport Plan. Accessibility will form a significant part of these strategies and a Toolkit of Measures available to address the problems that will be identified through the Strategies are detailed in Annex D. However, the need for intervention in some areas of the county in terms of Accessibility does not accord with the strategy programme hence the differences in the two programmes.

9.2 The following paragraphs outline the various strands of the Accessibility Strategy for each of the main services. Some of these are already in place and are making many of the County Council’s services more accessible. There are also details of the proposals for improving the level of access to other services such as health and employment. These will involve agencies outside the County Council and it is intended that these proposals will be implemented through partnership working.

9.3 Education

Despite the County Council’s departmental restructuring where the Education Directorate’s responsibilities could be split between the Directorate of Children’s Services and the Directorate of Adult Social Services, the strategies and initiatives which are currently in place will continue – whether they are a legal responsibility or not. These include the delivery of education and training to people where it is convenient for them whether it be closer to their home through mobile or local facilities or at their place of work - Skills for Life or REALIT schemes for example. The County Council will continue to provide opportunities for people to access learning on their own initiative through libraries both permanent and mobile as well as supporting the Home Library and Information Service. Where adults suffer financial hardship which prevents them from accessing education the County will offer assistance through the Learner Support and Childcare Fund.

The integration of children with disabilities will continue to be facilitated through the Schools Access Initiative and Asset Management Plan. While greater use will be made of the facilities in schools through the expansion of the Extended School Initiative. This could provide an income which can help to support the school’s viability as both for educational resource and being an amenity for the community.

The Safe Routes to School scheme will continue to spread to schools throughout the County and thereby seek to improve the health of children through more exercise.

9.4 Employment

Expansion of the Wheels 2 Work Scheme

As stated in paragraph 8.3.1 the expansion of the scheme to cover the whole of North Yorkshire is considered to be worthy of support through the Local Transport Plan in general and this strategy in particular as the provision of mopeds vastly improves clients’ prospects of social inclusion.

Public Transport to Work

The Bus Strategy [Annex E] reports that 91% of parishes have at least a daily bus service and 46% have an even better service, however, it is clear that in many instances the daily bus times are mid morning and mid afternoon and therefore not available for those wishing to use a bus to get to work. The Richmondshire Viewfinder Learning and Earning survey and local community/parish consultations in the Scarborough Borough drew several comments regarding the inappropriate timings of buses as a reason why the bus was not used to travel to work. Clearly, given the distances many buses have to travel it is not going to be possible to satisfy everybody’s needs. The time at one end or the other is bound to be inconvenient to some. As nearly 90% of the rural households have access to a private car, it will be difficult to persuade residents to use a bus as an alternative mode. Nevertheless, the County Council will investigate ways in which more parishes could be provided with a bus service to work as well as reviewing the timing of bus routes to coincide with working patterns.

9.5 Food Shopping

While it has been very difficult to engage with retailers in preparing this Strategy, other measures which have been introduced by the Council will improve residents’ ability to acquire food. The complete coverage of the County by high speed Broadband will allow those in remote areas and also those who may be unable to travel to shops to purchase goods on-line. To balance this, the “Local Heroes” initiative seeks to publicise the excellent service given to their customers by individual local shopkeepers thereby bringing their businesses to the attention of the public.

9.6 Health

The “Access to Health” Forum which was held in November sought to establish a countywide partnership of healthcare and transport providers where mutual solutions can be developed to mutual problems. Work will be undertaken to continue this process and thereby provide a basis to address the problems of access to health in the County. This will look at the improvement of the coordination of appointments with travel opportunities, seek to improve information available to patients about those opportunities and look to improve direct access to hospitals through improvements to the infrastructure.
It is also intended to promote healthy modes of travel to all services through the Rights of Way Improvement Plan and thereby emphasise the preventative side of public health rather than the restorative.

As mentioned in paragraph 8.5 the evidence has shown that the highest levels of health deprivation occur in Scarborough and it is proposed to establish a local action group to consider problems of accessibility which may contribute to this situation. Early meetings have been held with the Officers of Scarborough Borough Council, the local primary and secondary health trusts as well as patient representative groups. More formal meetings of the various bodies that will form the partnership are being held in early March to establish the format and remit of the partnerships. This is included in the local Action Plans.

9.7 Tourism

The Sustainable Tourism Strategy [Annex J] will be implemented as part of the Local Transport Plan. Many of the measures which seek to improve the convenience for visitors will also be an improvement for residents and vice versa e.g. integrated ticketing and initiatives such as the Ripon Roweller.

9.8 Cross Cutting

There a number of strategies and initiatives that the Council have in place or will introduce which have an impact on access to a number of different services.

Implementation of the Community Transport Strategy

The need for an extended and better co-ordinated community transport network is a consistent theme of the evidence as it provides many residents with the means to access services such as healthcare appointments, shopping, going to the library. The document itself was completed in 2004, however many of the recommended actions are still to be implemented. As there are many aspects of the Community Transport Strategy which relate to access to services its implementation has been included in this Strategy.

Measures to be promoted include the establishment of Car share schemes through Yorkshire Forward’s Cars Cutting Carbon initiative, Dial-a-ride schemes e.g. Harrogate’s Little Red Bus

Concessionary Community Transport

While the concessionary fares scheme is a great benefit for many, presently it can only be used on public transport. In some instances routes have been uneconomic for the providers and the level of their usage has not warranted a subsidy from the County Council. This has resulted in the service being withdrawn and those who have no transport but are able to make use of Community Transport schemes have to pay the full “fare”. It seems iniquitous that those who qualify for concessionary fares will also qualify to use Community Transport but they are unable to take advantage of the concession when using it. This is particularly unfair when there is no Public Transport available.

Consequently, it is proposed to promote the extension of the concession to Community Transport schemes.

Implementation of the Bus and Bus Information Strategies

Detailed in Annexes E and F of the Local Transport Plan these strategies will, when implemented, improve accessibility generally across the County.

Fare policy for Children

An early respondent to the questionnaire stated that she couldn’t afford for her five children to use a bus and it was cheaper for her to take them by car. She had recently moved to North Yorkshire from the North West where children could travel anywhere within the district for 50 pence. While it is true that in this county the distances travelled may be greater but if the buses are running in any case it is worth investigating the possibility of such a fare structure and with it the likely reduction in the number of parental car journeys.

Local Area Agreements

The County Council and its partners will be negotiating a Local Area Agreement with the GOYH for the three years from April 2007. That agreement will identify high priority issues which partners need to tackle jointly in order to deliver improvements for local communities. By agreeing to deliver certain targets in relation to these improvements, partners will be granted flexibilities in the use of funding which will allow innovative approaches to problems to be developed. Consequently, the LAA will be a powerful tool for the delivery of community strategies in the County and will need to be based upon them.

Access to services and the role of transport in improving delivery is a frequent factor in the improvements promoted by community strategies and so it is likely that this accessibility strategy will be an important basis for aspects of the LAA. For example, there will need to be close liaison between the Access to Health Partnership and the thematic group of the North Yorkshire Strategic Partnership looking at Health Improvement.

Service Centre Transportation Strategies

As detailed in Chapter 4 of the Local Transport Plan the Town Centre Traffic Management Strategies of the first LTP are to be extended to cover the surrounding hinterland. This is defined as the area from which residents would travel to access the main services to facilitate their everyday lives. As a Shared Priority, Accessibility will be a major consideration in the preparation of these strategies.

Working with Local Planning Authorities

The nine Local Planning Authorities in North Yorkshire are currently preparing their Local Development Frameworks and the County Council is closely involved in the consultation and liaison associated with this process. Through this involvement the County Council will seek to influence land use to ensure that the accessibility of sites both as origins and destinations is a consideration in the allocations which are to be promoted through the frameworks.
10 Partnerships

10.1 The DfT guidance on the preparation of Accessibility Strategies encourages Local Authorities to report on the involvement and actions of partners in accessibility planning. North Yorkshire County Council through its various directorates has been working in partnership with other agencies for many years. Many of these meet the accessibility agenda and the following list details the extent and the members of these partnerships. The list is not exhaustive and there are likely to be other liaisons which could be considered to be partnerships which also serve to improve people’s ability to access services. Comments from Partners regarding the Council’s role are enclosed in Appendix 3.

10.2 A major partnership for the delivery and development of future years detailed action plans will be established through the emerging Local Area Agreement (in the interim through the NYSP). This will take the form of a themed Rural Transport and Access sub-group and will have representatives at senior level from appropriate Regional, Sub-Regional and District organisations. It is intended that this group will attract European and sub-regional funding where this is available and align NYCC transport revenue and capital integrated transport expenditure. This high level partnership will have links via a Rural Transport and Access Board to Local Strategic Partnerships, through which it is anticipated that Local Rural Transport and Access Groups will evolve from the current dual district Rural Transport Partnerships. This model will ensure that the various policies of key agencies will reflect rural transport and access issues, and will enable better use of resources by aligning and co-ordinating these agencies’ funding at a strategic level, together with ensuring that local people and communities have involvement in influencing, developing and delivering interventions appropriate to their transport and access needs.

10.3 Education

University for Industry (UFI hub)
(Learn Direct – York and North Yorkshire)

Originally led by NYCC when it was first established, this partnership is now led by Learn Direct with an Advisory Group. Its purpose is to provide people with courses where they can learn basic skills (e.g. IT).

Compact between NYCC and the Voluntary and Community Sector in North Yorkshire

With NYCC as its lead partner, this compact is an expression of the commitment of the County Council and the voluntary and community sector to work in partnership for the betterment of society, to nurture and support voluntary and community activity and to jointly influence national policy where appropriate. The compact sets out key principles and undertakings which should underpin the relationship between the County Council and the voluntary and community sector.

Learning Partnerships

In 1999 the County Council established the North Yorkshire Learning partnership along with the LSC, Yorkshire Forward, Jobcentre Plus, Guidance Services and North Yorkshire Forum for Voluntary Organisations to co-ordinate training needs identified by Area Learning Partnerships in order to ensure suitable opportunities are available. It is funded by the LSC, located at the Y&NYPU ?? and NYCC is the accountable body. There are seven area partnerships across the County whose members include NYCC, the LSC, Yorkshire Forward, Jobcentre Plus, Guidance Services, North Yorkshire Forum for Voluntary Organisations, Schools Colleges, Employers and Training Providers are district-based and seek to provide the skills elements of LSPs thinking, to promote collaboration at a local level between deliveries and to co-ordinate assessment of needs.

Early Years Development and Child Care Partnership

Established, shaped and administered by NYCC this is a genuine partnership with no formal constitution which seeks to ensure that over time there is affordable, accessible, good quality childcare available in every neighbourhood for children aged 0-14 years and quality early education for all children aged 3 and 4 years.

Connexions York and North Yorkshire

Connexions is the Government’s support service for all young people aged 13 to 19 years, also providing support up to the age of 25 years for young people who have learning difficulties or a disability.

Connexions brings together all the services and support young people need during their teenage years offering differentiated and integrated support to young people through Connexions Personal Advisers. For some young people this may be just for careers advice, for others it may involve more in-depth support to help identify barriers to learning or employment and find solutions brokering access to more specialist support, e.g. drug abuse, sexual health and homelessness. Connexions Personal Advisers work in a range of settings including Connexions Centres, schools, colleges, one-stop shops, community centres, youth centres, voluntary organisations and on an out-reach basis.

North Yorkshire County Council is the lead body for Connexions York and North Yorkshire and contracts have been negotiated with a wide range of local voluntary, statutory and private organisations to deliver its service. Connexions York and North Yorkshire is a key partner within Strategic Partnerships, Learning Partnerships and many other local and regional forums.

Sure Start

Schemes are established in Scarborough; led by Scarborough, Whitby and Ryedale PCT; Colburn and the Dales led by Hambleton and Richmondshire PCT and Selby led by Selby District AVS, these organisations seek to help children between 0-3 years 11 months to get the best possible start in life by providing easy access to joined up family support services.
Nextstep
Led by the LSC this service provides information, advice and guidance to adults over 20 years and below Level 2 wishing to improve their skills or their career prospects.

Access Fund
Administered by NYCC with financial support from LSC, this fund seeks to facilitate access to learning for those in need by removing financial barriers; this can include covering the cost of transport, child care, course or exam fees.

10.4 Health
Children’s Fund
Led by the NSPCC and Chaired by NYCC, this partnership tackles Social Exclusion in those aged 5 to 14 years.

Children’s Strategic Board
Chaired by the County Council’s Chief Executive this partnership which includes PCTs, Police YOT and Voluntary Services was established by NYCC and ensures the strategic development of Children’s Services in North Yorkshire.

Looked After Children and Children in Need Group
This partnership of the PCT’s with NYCC looks to improve the life chances of those children who are looked after or in need.

Children’s Planning Groups
(4 in the County, 1 in each PCT area)
A partnership of the County Council with PCTs and the Health Trusts the groups co-ordinate the Children’s Services in a local area.

Local Older People NSF Local Implementation Teams
(4 in County – 1 in each PCT area)
Similar to the Children’s Planning Groups, this partnership of NYCC with the PCTs leads the development of services for older people in line with Older People’s NSF

Valuing People partnership boards
(4 in County – 1 in each PCT area)
This partnership of the County Council with PCTs and the District Councils gives strategic leadership to the provision of services for those with learning disabilities.

10.5 Transport
Local Access Forum
Led by the County Council, this body was established under the remit of the Countryside and Rights of Way Act 2000. The forum has members representing landowners, users and others with an interest in access to the countryside.

Public Rights of Way Liaison Group (County wide and in four local areas)
Established by NYCC as a forum for those with an interest on Public Rights of Way, this group considers policy and local issues; members include the NFU, the Country Land and Business Association, Tenant Farmers, the National Trust, the British Driving Society, the Cycle Touring Club, footpath users, horse riders, motorcyclists, four-wheel drive vehicle users.

Agency Agreements with National Park Authorities and District Councils
These agreements are set up under the Local Government Act 1972 whereby the North York Moors and Yorkshire Dales NPAs discharge NYCC functions in the Parks with regard to Public Rights of Way. Harrogate and Scarborough Borough Councils discharge highway authority responsibilities in defined areas within the respective boroughs.

North Yorkshire Concessionary Fares Partnership
Led by Harrogate Borough Council this partnership allows participants in the scheme to travel for half fare on any journey which starts and finishes anywhere in the County of North Yorkshire.

Rural Transport Partnerships
- Hambleton and Richmondshire Rural Transport Partnership
- Craven and Harrogate Rural Transport Partnership
- Ryedale and North East Yorkshire Rural Transport Partnership
- Selby and York Rural Transport Partnership

Led variously either by the local District Council or the Voluntary Sector, these partnerships work with individual communities to identify solutions to unmet transport demands, eg provision of community minibuses, dial-a-ride schemes, ‘wheels to work’.

- Esk Valley Railway Development Company
- Harrogate (Rail) Line Group
- Selby Rail Users Group
- Settle Carlisle Railway Development Group
- Yorkshire Coast Community Rail Partnership
- Wensleydale Railway

These various partnerships support and develop the provision of train services along these routes.

Yorkshire Local Information Partnership
Led by South Yorkshire PTE, the partnership includes all Yorkshire LAs and works to provide comprehensive information regarding public transport services via a telephone enquiry line and the internet.

Development of Quality Bus Partnerships
The County Council leads these partnerships which demonstrate its commitment to improve public transport infrastructure and a commitment from the bus operators on the quality of service. Quality bus corridors are being developed as well as a partnership approach to refurbishments of Harrogate and Whitby Bus stations.

Wheels 2 Work Schemes
There are currently two schemes established – one in Hambleton and Richmondshire which also cover Ripon, and one in Ryedale, Scarborough and Selby. These provide mopeds to allow people access to employment opportunities, education and training. It is proposed to extend the scheme across the rest of the County with an additional scheme being set up in Craven and Harrogate.
Community Transport
A number of Community Transport Groups are supported by engaging with the County Council. This is either through direct financial support or undertaking transport commissions. As part of the Community Transport Strategy, it is proposed to co-ordinate the work of various groups and through a Futurebuilder grant secure the financial future of these groups.

Cars cutting carbon
This is a recent initiative supported by Yorkshire Forward and other regional agencies. It is intended to promote the establishment of Car Clubs across the region and thereby reduce the level of emissions due to the internal combustion engine. The County Council has been invited to be represented on the board of the ‘Carplus Scheme’. We recognise that ‘Smarter Choices’ type measures of this nature, which are often relatively inexpensive, can contribute greatly to achieving Accessibility and other Shared Priority/LTP objectives, especially given the emerging evidence from areas across the region, which have witnessed corresponding increases in public transport and reduced car trips.

Transport and Sustainable Tourism Partnership
As part of the development of the provisional LTP2, a task group was established to investigate best practice and develop a Transport and Sustainable Tourism Strategy. The task group recognised the value of partnership working to maximise impact and measures 4, 7, 8 and 10 Transport and Sustainable Tourism Partnership (see annex J).

As part of the development of the provisional LTP2, a task group was established to investigate best practice and develop a Transport and Sustainable Tourism Strategy. The task group recognised the value of partnership working to maximise impact and measures 4, 7, 8 and 10 of the strategy reflect this. The work of that task group was valuable and it was felt that retaining the involvement and expertise of those stakeholders would be advantageous in the implementation and delivery of those elements of the LTP. To that end a wider reference Transport and Sustainable Tourism Partnership was established and now meets twice annually.

10.6 Miscellaneous

Crime and Disorder Reduction (Community Safety) Partnerships:
- Craven Crime Reduction Partnership
- Hambleton Community Safety Partnership
- Harrogate District Safer Communities Partnership
- Richmondshire Community Safety Partnership
- Ryedale Community Safety Partnership
- Crime & Disorder Reduction Partnership
- Scarborough Borough Council
- Selby District Community Safety Partnership

These statutory partnerships of the District Councils, the County Council, PCTs, the Police Service, the Police Authority, the Fire Service and Fire Authority were established to reduce crime and disorder. Also, the County Council convenes and chairs the York and North Yorkshire Community Safety Practitioner Forum which brings together representatives of each of the community safety partnerships and members of the Police force.

Pan North Yorkshire Agencies
The Pan North Yorkshire group consists of:
- North Yorkshire Police
- Tenyas (ambulance service)
- North Yorkshire Fire and Rescue
- Probation service
- Primary Care Trust (PCT)
- Youth Offending Teams
- North Yorkshire County Council
- CPS
- Courts
- Local Criminal Justice Boards (LCJBs)
- Crime and Disorder Reduction Panels (CDRPs)
- Government Office for Yorkshire and Humber (GOYH)
- Safer Partnerships (York, Ryedale, Richmond, Selby etc)
- Victim Support

The group seeks to share good practice and identify common themes (including in respect of the Community Safety strand of the LAA) and also minimise the risk of duplication between partner agencies.

The partnership was set up in recognition of the fact that the various aspects of the remits of different groups and the various pressures on the agencies could lead to duplication or fragmentation of effort, divisiveness and unnecessary use of energy resolving differences rather than developing common objectives for the benefit of the North Yorkshire and City of York communities.

Countywide Affordable Housing Partnership
As a partnership of the County Council, the District Councils and the Housing Corporation, this is a countywide initiative supported by partnership working between the County Council and the District Councils to bring forward capital affordable housing schemes to help meet the County’s affordable housing needs. The intention is to establish a three year programme of investment in affordable housing.

The Housing Corporation supports the initiative and is committed to matching the County Council’s financial contribution.

(NB Some LSPs also have housing sub-groups e.g. Harrogate and District’s LSP)

Social Inclusion Partnership
Chaired by JobCentre Plus and serviced by the YSNVPU, this group seeks to promote social inclusion practices and has recently resolved to push for the employment of workforce people as part of new investment initiatives. It has representation from each of the LSPs (including NYSP), key sub-regional agencies, which include LSC, JCP, Yorkshire Forward, NYFVO and Partnership Unit as well as representation from additional organisations which help to contribute towards the aims including Connexions, YRCC, health, housing and transport.

Strategic Partnerships
The County Council are partners in the various local strategic partnerships across the County:
10.7 Partnerships to be established

As part of the development of the Accessibility Strategy
the County Council held an ‘Access to Health Forum’
and as a result of this event there is an agreement in
principle to establish an ‘Access to Health Partnership’
across the County. This will bring together the various
providers involved in the healthcare industry – Health
Trusts, PCTs, Ambulance Trusts, Public Transport
providers, Community Transport providers, District
Councils and Patient Groups.

As part of the Action Plan for the first year – when the
focus of the Plan will be Health in Scarborough – a
local Access to Health Partnership will be established
for the Borough of Scarborough which includes
Whitby and Filey.
11. Indicators and Targets

11.1 Accessibility Index

The Accessibility Strategy Framework outlined a means of using the information from the Core Indicators published by the DfT by which the levels of accessibility in each area could be compared. The defined core indicators were based on the time taken to access five basic services; education, training, employment, healthcare and food shopping. By using these as a base line measure of the level of access to the various services and by scoring each Local Service Area to as how it would meet that standard, it was thought that it would be possible to compare different settlements across the County and come to a view as to which are in greatest need of assistance.

The process conceived would have taken the percentage of the population in an area who could achieve the ‘Core Indicator time’ for a service and convert it to a score, e.g. 10% scores 10; 23% scores 23, etc. This would then be measured for each service and an overall score for that area would be calculated. A statistical analysis would have assessed the position across the County both by individual and overall service. This could be an average score for each service and a total score for each Local Service Area.

Unfortunately, the information prepared by the DfT was not published until the end of November 2005 and this was too late to process the data in order to produce a cogent system of assessment in the time available. Furthermore, it is considered that there may not be sufficient detail to separate the relevant figures for each local area to give an accurate assessment of the level of accessibility. It is proposed to revisit this when more time is available to examine the data in detail.

11.2 Indicators

- Chapter 11 of the Local Transport Plan includes an indicator, and associated target, LTP1 to measure the “Number of trips by Community Transport mini-bus”. For the purposes of this Strategy there will be an additional indicator to measure the car-borne trips as well as those by minibus. While some data has been captured in the past its robustness is questionable and there appears to be no common methodology of collection. To this end the Council will seek to develop a common system of data collection and thereby establish a baseline figure for the use of community transport – both car borne and by dial-a-ride type services. Thereafter an indicator will be used to measure the community transport patronage against this 2006 figure.

  Indicator LTP1: The number of trips taken using Community Transport mini-bus services.

  Indicator A1: The number of trips taken using Community Transport cars.

  Measurement: By quarterly reports from Community Transport providers.

- As part of the consultation for the Scarborough Community Strategy, some respondents gave an indication that they would be prepared to volunteer for a community transport scheme. As this would increase the capacity for transporting people in need to services that are provided in fixed locations, it is felt that this would be an important indicator of the improvement in the use of sustainable modes of travel e.g. mini-buses. As the first year’s interventions are to be concentrated in Scarborough it would be appropriate to use these indicators on a local level in the Borough.

  Indicator SA1: The number of volunteer drivers in the Borough of Scarborough engaged in Community Transport

  Measurement: Annual count of the number of drivers.

- As the indicator outlined in the preceding paragraph would be described as output based, it follows that this should generate an outcome; consequently a local version of Indicators A1 as detailed above will also be introduced.

  Indicator SA2: The number of trips taken using Community Transport by car in Scarborough Borough

  Indicator SA3: The number of trips taken using Community Transport mini-bus services in Scarborough Borough.

  Measurement: By quarterly reports from Community Transport providers

- It is clear from the evidence (7.2.6.2) that there are perceived problems of accessing the Scarborough General Hospital both from within Scarborough and the outlying areas. Some comments indicate that for many the only realistic means of travelling to the hospital is by car. In turn this has led to an increasingly congested car park where vehicles are parked on areas of grass and footpaths. As can be seen from the Action Plan, it is proposed to review the transport provided to access the hospital. This is with a view to introducing measures to reduce the reliance on the motor car and encourage those travelling to the hospital to do so by other more sustainable means. Accordingly, an indicator to assess this will be established and measured on a six monthly basis.

  Indicator SA4: The percentage of people accessing Scarborough General Hospital by sustainable modes of transport.

  Measurement: Six monthly surveys of those passing in to the hospital grounds.

11.3 Targets

- Target LTP1: To increase the number of community transport mini bus passengers by 50% with Futurebuilders or 25% without Futurebuilders by 2010/11.

- Target SA1: To establish a baseline for the number of staff, patients and visitors who travel to Scarborough General Hospital by modes of transport other than private car by 2007.

Once a baseline figure for Indicator SA1 is established a target will be set for increasing the number of trips to the hospital by sustainable modes.
## 12. Action Plan

**Theme:** Public Transport Access to Scarborough General Hospital  
**Timescale:** 2006/07 (Plan Year 1)  
**Evidence/Reasons:** Public/Partner Consultation have identified the problems in accessing the hospital from within the town and outlying areas. This is due to a perceived lack of transport and transport information (Refer to Chapter 7)  
**Consequence:** Barriers to healthcare. Rural exclusion.

<table>
<thead>
<tr>
<th>Problem</th>
<th>Actions to be considered</th>
<th>Responsibility</th>
</tr>
</thead>
</table>
| • Insufficient community/voluntary transport  
• No co-ordination of bus/visiting times  
• No consideration to public transport times when issuing appointments  
• Lack of transport information  
• No adjacent bus stop on southbound side of main road | • Increase community transport provision and improve co-ordination  
• Liaise with bus operators regarding operating times  
• Improved information on Public Transport provision  
• One stop shop for transport advice in the hospital  
• Improve the transport information at the town centre interchange  
• Establish bus stop and crossing points | Lead Partners  
NYCC  
• Public Transport Providers  
• Community Transport Providers  
• Scarborough Health Trust  
• Scarborough Borough Council |

**Cost/Resources**  
Co-ordination of Community Transport provision.  
Support Funding

**Barriers/Obstacles**  
Lack of capacity/resource/support in the voluntary sector.  
Insufficient funds

**Response**  
Capacity building in Voluntary sector.  
Pro-active engagement with partners/stakeholders

**Monitoring**  
Monitoring will be through the completion of interventions or by the measurement of relevant units to demonstrate the impact of actions taken.

---

**Theme:** Co-ordinate & Implement Scarborough General Hospital Green Travel Plan  
**Timescale:** 2006/07 (Plan Year 1)  
**Evidence/Reasons:** Public/Partner consultation identified the parking problems that exist at the hospital. Although a travel plan has been prepared it has not been implemented.  
**Consequence:** Inappropriate parking. Road Safety issues. No encouragement/incentive to use more sustainable modes of transport. Barriers to the disabled. Staff parking dominating the use of spaces.

<table>
<thead>
<tr>
<th>Problem</th>
<th>Actions to be considered</th>
<th>Responsibility</th>
</tr>
</thead>
</table>
| • Overflowing car park  
• Insufficient provision for disabled patients/visitors | • Decrease Staff patronage  
• Car share incentives - use of intranet  
• Maximise use of Pool cars  
• Policing of ticket purchase  
• Location of disabled spaces  
• Use of shuttle ‘Milk float’ for patients  
• Promotion of healthier travel | Lead Partners  
Scarborough Health Trust  
• NYCC  
• Patient Groups  
• Disabled Groups |

**Cost/Resources**  
Liaison with Hospital trust, Patient and Disabled Groups

**Barriers/Obstacles**  
Lack of support from the hospital

**Response**  
Consultation and effective communications with the Hospital  
Funding support

**Monitoring**  
Monitoring will be through the completion of interventions or by the measurement of relevant units to demonstrate the impact of actions taken.
Residents questionnaire relating to access to services

Please complete this questionnaire and return it in the pre-paid envelope provided.

1. How long does it normally take members of your household to travel to the following locations from your home? – please delete those that do not apply to your own circumstances:
   - The nearest primary/junior school
   - The nearest secondary school
   - Places of work
   - Doctor’s surgery
   - The nearest general hospital
   - The nearest food store

2. How do you normally travel to these locations? – please delete those that do not apply to your own circumstances
   - Primary/junior school
     - walk / cycle / school bus / service bus / car / train
     - other – please specify
   - Secondary school
     - walk / cycle / school bus / service bus / car / train
     - other – please specify
   - Place of work
     - walk / cycle / service bus / car / train
     - other – please specify
   - Your doctor’s surgery
     - walk / cycle / service bus / car / train
     - other – please specify
   - The nearest general hospital
     - walk / cycle / service bus / car / train
     - other – please specify
   - The nearest food store
     - walk / cycle / service bus / car / train
     - other – please specify

3. Do you use the nearest of the following facilities?
   - The primary/junior school
   - The secondary school
   - Doctor’s surgery
   - The food store

4. If you have answered ‘No’ to any of the categories in question 3, it would assist the County Council to know why you choose to go elsewhere. Please delete those destinations which do not apply to your household.
   - My children do not attend the nearest primary/junior school
     - because
   - My children do not attend the nearest secondary school
     - because
5. Is there a regular bus service to each of the destinations listed above which is easy for you and your household to use? – please delete those that do not apply to your own circumstances.

<table>
<thead>
<tr>
<th>Destination</th>
<th>Yes / No</th>
</tr>
</thead>
<tbody>
<tr>
<td>The nearest primary/junior school</td>
<td></td>
</tr>
<tr>
<td>The nearest secondary school</td>
<td></td>
</tr>
<tr>
<td>Your place of work</td>
<td></td>
</tr>
<tr>
<td>Your doctor's surgery</td>
<td></td>
</tr>
<tr>
<td>The nearest general hospital</td>
<td></td>
</tr>
<tr>
<td>The nearest food store</td>
<td></td>
</tr>
</tbody>
</table>

6. If there is currently no service bus available to many of your regular destinations would you make use of one if it was provided?

7. If you currently drive to the destinations listed above, why do you choose not to travel by a more sustainable means of transport?

<table>
<thead>
<tr>
<th>Reason</th>
<th>Yes / No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience?</td>
<td></td>
</tr>
<tr>
<td>Quality of the Public transport experience?</td>
<td></td>
</tr>
<tr>
<td>Too many school children</td>
<td></td>
</tr>
<tr>
<td>Bus / train is dirty / smelly</td>
<td></td>
</tr>
<tr>
<td>Needs two or more buses / trains</td>
<td></td>
</tr>
<tr>
<td>Roads are not safe to walk / cycle</td>
<td></td>
</tr>
<tr>
<td>Too many hills</td>
<td></td>
</tr>
<tr>
<td>Other please specify</td>
<td></td>
</tr>
</tbody>
</table>

8. If you currently drive to the destinations listed above, what would encourage you to travel by a more sustainable means of transport i.e. bus, train, walk or cycle?

<table>
<thead>
<tr>
<th>Reason</th>
<th>Yes / No</th>
</tr>
</thead>
<tbody>
<tr>
<td>More frequent bus/train service?</td>
<td></td>
</tr>
<tr>
<td>More suitable timing of services for your circumstances?</td>
<td></td>
</tr>
<tr>
<td>Roads and footpaths easier to use e.g. flatter?</td>
<td></td>
</tr>
<tr>
<td>Washing facilities at your place of work?</td>
<td></td>
</tr>
<tr>
<td>Other please specify</td>
<td></td>
</tr>
</tbody>
</table>

9. If some of the services listed below were made available closer to your home e.g. in a disused classroom in the local school or in the local village hall or pub would you make use of them?

<table>
<thead>
<tr>
<th>Service</th>
<th>Yes / No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Doctor's Surgery</td>
<td></td>
</tr>
<tr>
<td>Food store</td>
<td></td>
</tr>
<tr>
<td>Banking facilities</td>
<td></td>
</tr>
<tr>
<td>Post Office</td>
<td></td>
</tr>
<tr>
<td>Internet Access</td>
<td></td>
</tr>
</tbody>
</table>

10. Would you make use of these services if they were available from mobile facilities, which visited your community?

<table>
<thead>
<tr>
<th>Service</th>
<th>Yes / No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Doctor's Surgery</td>
<td></td>
</tr>
<tr>
<td>Food store</td>
<td></td>
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<tr>
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<tr>
<td>Post Office</td>
<td></td>
</tr>
<tr>
<td>Internet Access</td>
<td></td>
</tr>
</tbody>
</table>
About You
In order to make sense of the information you have provided so far, we need to know a little bit about your circumstances. There is no need to give your name or address if you don’t want to and nobody will pester you in the future on the basis of the information you give in response to the following questions.

For the purposes of the prize draw your e-mail address will be sufficient for you to be notified in the event of your entry being drawn as the winner.

A. What is the postcode of your home address
B. What is the post code of your place of work (if known)
C. How many people live permanently at this address?
   - Adults: 19 – 65
   - Over 65
   - Children: Pre school
   - Primary/Junior
   - Secondary
   - Further Education
D. Do any of the children who live with you qualify for Free School Meals – whether you claim them or not? If so, how many?
E. What is the total Annual Income of the household? Please tick
   - Under £10,000
   - £10,000 - £20,000
   - £20,000 - £30,000
   - £30,000 - £40,000
   - £40,000 - £50,000
   - £50,000 - £100,000
   - over £100,000
F. How many cars/small vans are available to the household?
G. If you have one vehicle available to your household is it used by somebody to go to work and therefore is not available to other members during working hours? Yes / No
H. How many cycles are available to the household?
I. Are they used regularly, if so for what sort of journeys? Yes / No

For you to enter the prize draw for the family hamper you will need to give a name and an address where the prize could be delivered. If you wish to preserve your anonymity, these do not have to be your own name nor does the address have to be your home, for example it could be your place of work. On the other hand if you do not wish to enter the draw you do not have to give any details if you don’t want to.

Name
Address
Postcode

Many thanks, for your time
APPENDIX 2

MAPS
SOA's Within 25% Most Deprived in North Yorkshire
Index of Multiple Deprivation 2004

Notes
4. Filename: Policyindices deprivation2004mapping2004 25% NY (Revised) LTF\WOR
Frequent Bus Routes, GP's Surgeries and Population Density

Notes:
1. Compilation & Analysis: Policy Development, Planning & Countryside Unit, Environmental Services, NYCC.
4. Filename: /accession/maps_26_04_03_05/bus routes with gpo and pop.wor
APPENDIX 3

Partnership Letters
Dear Phil,

NYCC INVOLVEMENT WITH NEXTSTEP SERVICE

North Yorkshire County Council Community Education has been an integral part of the Government funded programme for delivering information, advice and guidance to adults in York & North Yorkshire since 1999. When Guidance Enterprises Group bid for and won the Government’s pilot project “the IAG Programme” we did so with the support of NYCC Community Education and they have remained a partner through the many changes that have led to the branded nextstep service in 2005-6.

Their particular strength and contribution to the service has been to work in an outreach capacity across all of North Yorkshire through their 29 districts (not every district has been involved every year).

This outreach work has enabled the information and advice service to be delivered to adults in rural areas therefore minimising client travel. One of the key indicators for the nextstep service is accessibility and having an organisation not only based in but working in some of the very rural areas of North Yorkshire has enabled ease of access for a range of clients.

I am delighted that they achieved the Matrix Quality Standard – the matrix standard is the unique quality framework for the effective delivery of information, advice and / or guidance on learning and work.

Hope this is helpful if you require any further information please be in touch.

Regards

Christine Harper
IAG (for adults) Manager
SELBY & YORK RURAL TRANSPORT PARTNERSHIP

Unit 1, Prospect Centre
Prospect Way
SELBY YO8 8BD
Tel: 01757 705134
Fax: 01757 707438
Email: selbyyorkrtp@yahoo.co.uk

www.selbyandyorkrtp.co.uk

Mr P Broomhead
Environmental Services
North Yorkshire County Council
County Hall
NORTHALLERTON
DL7 8AH

17 February 2006

Dear Phil

NORTH YORKSHIRE COUNTY COUNCIL’S SUPPORT FOR SELBY AND YORK RURAL TRANSPORT PARTNERSHIP

North Yorkshire County Council is a key partner on Selby and York Rural Transport Partnership (RTP) and has been since its inception. It has providing the following functions:

- Providing data on travel patterns and unmet travel demand, which has helped to ensure the success of projects that the RTP has developed
- Giving technical support where necessary to community transport operators in developing their services. NYCC’s involvement has ensured that many community transport operators are moving towards a more sustainable future
- Acting in a development role for community transport operators and a support role to RTP officers
- Forming a link to subregional and regional strategies and representing rural communities of North Yorkshire
- Providing a key link to commercial passenger transport operators for the RTP. The RTP has needed to engage with partners from across the public and private sectors and NYCC has brought crucial links
- Leading on developing strategies to support rural transport, such as the North Yorkshire Community Transport Strategy, which smaller agencies have engaged with but would not have the capacity to lead. NYCC was also key in moving North Yorkshire Wheels 2 Work schemes towards better co-ordination through a joint business plan
- Funding and upfront support for new initiatives, including attracting investment to the area from sources not open to other agencies, such as Rural Bus Challenge funding for the North and South Selby Village Buses, which would not have happened without NYCC

Yours sincerely

PAUL BRAND
Rural Transport Partnership Officer
Dear Phil,

North Yorkshire County Council support for the Rural Transport Partnership

The Hambleton & Richmondshire Rural Transport Partnership (H&R RTP) was launched in 1999 to help improve access to jobs, services, training, and social activity by improvements to transport services in this large rural area of over 1,000 square miles. The H&R RTP has been very successful and has been responsible for setting up over 30 major new projects and transport services and almost 140 small projects.

North Yorkshire County Council’s (NYCC) Passenger Transport Group has been a key partner since day one providing support, advice, and funding. Some of the projects that NYCC have played a particularly important role include:

- **The Dales to Darlington Bus Service** that provides transport aimed at FE students from Wensleydale and Swaledale to Darlington College – now funded by NYCC
- **A Community Transport Strategy** for North Yorkshire
- The North Yorkshire **Community Transport Training** Project
- **Reeth and District Community Transport** – serving Swaledale and Arkengarthdale
- Developing a County Wide **Wheels 2 Work** scheme based on the highly successful Hambleton & Richmondshire Scheme
- **Stay Informed Stay Safe** – informing parents and children about the real risks associated with their choice of transport
- **Hambleton & Richmondshire Youth Outreach Vans** – taking youth club facilities to villages in the evenings

We have also received help and support from other NYCC departments including the Student Support Section, Community Education and Travel Awareness amongst others. This letter is only meant to give a flavour of the enormous benefits we have enjoyed in working in partnership with NYCC and all our other partners.

Yours sincerely,

Kevin Holt
Partnership Officer
17 February 2006

Dear Phil

In response to your requests for examples of NYCC’s assistance to North Yorkshire RTPs between May 1999 and the present day, I can offer the following examples where, without NYCC’s support (especially from Passenger Transport Group) the outcomes would have been at best uncertain and at worst impossible to achieve:

1. Lower Nidd Community Minibus – an accessible vehicle serving villages in the south-east of Harrogate district;

2. Ripon Rosweller – bus services using accessible vehicles providing transport to work for people in rural communities around Ripon, links to main bus services and transport to Fountains Abbey for tourists, as well as Demand Responsive Transport for rural communities outside peak times;

3. South Harrogate Village Bus – scheduled services linking to bus and train services as well as demand responsive services in villages in south of Harrogate District.

The examples above are all funded through Rural Bus Challenge for which County Council support is essential (it is in fact the County Council who actually submit the bids to central government).

4. Extension to Ripon-Masham post bus service to include remote rural villages to west and north of Masham – working very closely with the Post Office.

5. Weekend late night bus services from Harrogate to Pateley Bridge, Ripon and Boroughbridge enabling visitors to return home safely without needing to drive.

6. County-wide Training Strategy for Community Transport with money secured through European Social Fund – again County Council support was essential as the council took responsibility for submitting and monitoring the bid.

7. Developing a county-wide Wheels 2 Work scheme.

If you would like further details on any or all of these, please let me know. There are others I could also mention.

A list of projects can only give an indication of the support the RTP has received from the County Council which has been made freely available to both the RTP Executive as a whole and the Rural Transport Partnership Officer in particular.

Yours sincerely,

[Signature]

Paul Andrews
Craven and Harrogate Rural Transport Partnership Officer
From the Learning and Skills Council

The LSC North Yorkshire is pleased to have been consulted on the Local Transport Plan (LTP) for North Yorkshire by North Yorkshire County Council. The LSC’s vision is that in 2010 young people and adults in England have the knowledge and skills matching the best in the world and are part of a truly competitive workforce. This vision can only be reached if the LSC works in effective partnership with key organisations and stakeholders. The discussions regarding the LTP have been useful for both organisations in gaining better understanding of how each can contribute jointly to important sub-regional strategic objectives. In particular, it will be important that with the implementation of the LTP that transport solutions providing greater access to learning and skills opportunities can be improved for those people living in North Yorkshire, especially in more rural areas.
14 February 2006

NORTH YORKSHIRE COUNTY COUNCIL ACCESSIBILITY STRATEGY

Jobcentre Plus was very pleased to be invited to help in the preparation of the North Yorkshire County Council Accessibility Strategy. Our customers often tell us that access to transport is a serious barrier to them taking up employment or training opportunities and this survey provided an opportunity to highlight the issues.

Accessibility questionnaires were made available to our customers through the Jobcentre Plus network during December and our Advisers were asked to comment on transport issues most regularly brought to their attention by customers. This information was fed back to the team at North Yorkshire County Council.

We look forward to having the strategy in place and are confident that it will help improve accessibility for Jobcentre Plus customers as well as the wider community in North Yorkshire.

Alison Bell
External Relations Manager
Jobcentre Plus
North Yorkshire

Part of the Department for Work and Pensions
APPENDIX 4

ACCESSIBILITY STRATEGY SUMMARY

Items shown in blue are included as new actions through the auspices of this strategy
<table>
<thead>
<tr>
<th>Topic</th>
<th>Key Issues</th>
<th>Strategy</th>
<th>Example Measures</th>
</tr>
</thead>
</table>
| Education          | • Geographical remoteness                       | • Continue Home to School Transport Provision | • Post 16 assistance  
• (e.g. Harrogate Yellow Bus Network)  
• Localsonline - (e.g. ICT in Public Houses)  
• Discovery Bus - (e.g. Mobile ICT)  
• REALIT  
• Libraries - permanent and mobile  
• Home Library and Information Service  
• Skills for Life courses  
• Learner Support and Childcare Fund |
|                     | • Adult learning                                | • Continue to provide outreach facilities     |                                                                                                                                                             |
|                     | • Physical accessibility in mainstream schools  | • Schools Access Initiative                   |                                                                                                                                                             |
|                     | • Viability of Schools(falling rolls)           | • Schools Asset Management Plans  
• Extended Schools  
• Continued subsidy of local schools  
• Peripatetic teachers | (e.g. Chop Gate and Carlton CP schools shared headteacher) |
|                     | • Healthy Children                              | • Healthy Schools Programme                   | • Safe routes to Schools  
• School Travel Plans | |
| Employment          | • Geographic remoteness                         | • Support means of access to work  
• Support the development of a countywide Wheels 2 Work scheme | (e.g. Hambleton & Richmondshire Wheels 2 Work scheme  
(e.g. Harrogate Carshare.com scheme) |
|                     | • Recruitment and retention of staff            | • Encourage employers to target/recruit from accessible areas | Work place travel plans  
Promote Staff Postcode mapping - (e.g. Malton Bacon Factory)  
Children’s centres | |
|                     | • Incompatibility of public transport to current work patterns | • Review bus timetables  
• Investigate the alignment of bus network with work patterns | | |
| Food Shopping       | • Geographic remoteness                         | • Development of Broadband across the County | Internet Shopping |
|                     | • Access to ‘healthy’ foods                     | • Promote farmers and growers selling local produce  
• Work with village shops and community groups to increase access to local produce | (e.g. on-line directory  
(e.g. farmers/community box schemes) |
<p>|                     | • Closure of local shops                        | • Encourage use of local shops                | (e.g. ‘Local Heroes’ Initiatives) |</p>
<table>
<thead>
<tr>
<th>Topic</th>
<th>Key Issues</th>
<th>Strategy</th>
<th>Example Measures</th>
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<tbody>
<tr>
<td>Health</td>
<td>• Geographic remoteness</td>
<td>• Establish local and countywide access to health partnership</td>
<td>• Improved co-ordination of appointments with public transport</td>
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<tr>
<td></td>
<td>• Non-attendance of appointments</td>
<td></td>
<td>• Hospital travel leaflets – (e.g. Friarage Hospital, Northallerton)</td>
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<tr>
<td></td>
<td>• Knowledge of Public Transport provision</td>
<td>• Improve the information to patients</td>
<td>• Develop links to Traveline for Appointment makers</td>
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<td></td>
<td>• Lack of Coordination of appointments with Public transport provision</td>
<td>• Improve Passenger transport services and infrastructure at hospitals</td>
<td>(e.g. Friarage Hospital Shelter and diversion of bus routes)</td>
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<td></td>
<td>• Availability of parking at hospitals</td>
<td>• Improved pedestrian and cycling infrastructure at hospitals and health care facilities</td>
<td>(e.g. Colburn Health Centre)</td>
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<td></td>
<td></td>
<td>• Green Travel Plans for Hospitals</td>
<td>• Healthy walk schemes</td>
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<td>• As Scarborough Hospital</td>
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<td>Cross Cutting</td>
<td>• Sparsity of the County</td>
<td>• Implement the Community Transport Strategy</td>
<td>• Car club – Cars Cutting Carbon Initiative (e.g. Cars 4 U, Richmondshire &amp; Hambleton)</td>
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<td></td>
<td>• Integration of Passenger Transport Public transport Fare structures</td>
<td>• Implement Bus and Bus Information Strategy</td>
<td>• Dial a Ride (e.g. Harrogate Little Red Bus)</td>
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<td>• Investigate the possibility of introducing flat fares for children</td>
<td>• Car share (e.g. Harrogate carshare.com)</td>
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<td></td>
<td>• Lack of knowledge of sustainable travel options</td>
<td>• Personalised journey planning</td>
<td>• Brokerage</td>
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<td></td>
<td>• Access to high speed internet</td>
<td>• Roll out of high speed Broadband</td>
<td>• Subsidised bus network (£4m p.a.)</td>
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<td>• Real Time Information</td>
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<td></td>
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<td></td>
<td>• Intrinsic accessibility of network and bus stops</td>
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<td></td>
<td>• Localised small scale accessibility problems</td>
<td>• Identify through Service Centre Transportation Strategies</td>
<td>• Ripon individualised marketing</td>
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<td></td>
<td>• Multi agency responsibility</td>
<td>• Develop and work in partnerships</td>
<td>• 100% County coverage</td>
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<td></td>
<td>• Ensure future development meets accessibility criteria</td>
<td>• Work with local planning authorities on LDF development</td>
<td>• E-banking, E-shopping</td>
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<td>• Teleworking</td>
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<td>• NHS Direct</td>
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<td>Tourism</td>
<td>• Access to leisure and tourism facilities</td>
<td>• Implement Sustainable Tourism Strategy</td>
<td>• Access to Health Partnerships</td>
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<td>• Integrated ticketing and better access to information Pilot studies</td>
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<td>(e.g. Ripon Roweller)</td>
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Annex C

Road Safety Strategy for York and North Yorkshire 2005 to 2010 “95 Alive”

March 2006
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Chapter 1 – Introduction

This document represents a new road safety strategy covering the York and North Yorkshire area for the period 2005 up to the end of 2010. There are currently separate road safety strategies for both York and North Yorkshire but both highway authorities along with other partners recognise the need to produce a combined strategy covering the whole area with a much wider range of partners. The York and North Yorkshire Road Safety Partnership known as ‘95 Alive’ was formed in 2004 and set itself the task of producing the new strategy.

The main road safety issues have been identified through a process of establishing a baseline position for the new strategy. This has taken the form of a literature and best practice review, partner policy review, proposed road hierarchy and an analysis of the 1999 to 2003 accident data which included the first stage of an in depth study of the contributory factors associated with fatal accidents carried out by officers of North Yorkshire Police’s Collision Investigation Unit. The outcome of this work has led to the production of a prioritised action plan that seeks to address these issues in the short, medium and longer term.

The strategy has been the subject of a consultation exercise with other organisations that have an interest in road safety but do not form part of the partnership.

Although the term ‘accident’ has traditionally been used (and still is in many official documents), there are concerns that it implies there is some inevitability about the road casualty situation. As a result the terms ‘crash’, ‘collision’ and ‘accident’ have been used interchangeably in this document.
Chapter 2 – Background

Within York and North Yorkshire, casualties arising from road traffic accidents have reduced at rates that are ahead of the average for Britain. Safer Roads is one of the Government’s shared priorities with local government and is also seen as an important contributor to achieving sustainable communities. We need to ensure that future policies ensure that this good progress continues within York and North Yorkshire. In 2003 there were still 3555 people injured on the road network in North Yorkshire, including 745 who were either killed or seriously injured. This is a problem that still needs action.

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. It is important to understand these differences in order to be able to consider appropriate remedial actions. The increasing number of visitors to the County who may not be familiar with rural roads may also be an important factor. The City of York has a mainly urban nature with rural fringes surrounding it and consequently displays different road casualty characteristics with pedestrian casualties making up a larger proportion of the total numbers but with the majority of those injured still being in vehicles.

The number of killed or seriously injured (KSI) casualties in York and North Yorkshire has continued to reduce over recent years at a rate that is ahead of the national average. However, in line with the national picture, seriously injured casualties have reduced at a much faster rate than fatalities. Fuller details of the casualty reduction statistics are contained in appendix C.
Chapter 3 – The York and North Yorkshire Road Safety Partnership

Introduction
In 2004, it was recognised that the challenge to continue to make the roads of York and North Yorkshire safer cannot be met by working in isolation and consequently the ‘York and North Yorkshire Road Safety Partnership’ was formed. A list of the partners in the partnership is given below:

- 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
- Hambleton & 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 partnership has produced this joint road safety strategy for the area covering the City of York and North Yorkshire (The York and North Yorkshire Road Safety Strategy). This strategy document summarises the work carried out by the partnership in developing the strategy and details the partnership’s approach to addressing road safety issues in York and North Yorkshire. It is envisaged that this strategy will be adopted by all partners.

The Vision
The number of killed or seriously injured (KSI) casualties has continued to reduce over recent years at a rate that is ahead of the national average. However, in line with the national picture, seriously injured casualties have reduced at a much faster rate than fatalities. In response to this, the York and North Yorkshire Road Safety Partnership has adopted the name ‘95 Alive’ in line with the target to reduce fatalities by one third by the end of 2010 compared with the 1999 to 2003 baseline average, representing a saving of 95 lives between 2005 and 2010. This target is in addition to the existing targets to reduce all KSIs by 40% and the stretched target to reduce child KSIs by 60% and the target to reduce the slight casualties’ rate by 10% by 2010 when compared to the 1994 to 1998 baseline average. A discussion of performance against the existing casualty reduction targets is contained in appendix C.

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

Achieving the Vision
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 area through the implementation of an action plan that aims to enhance existing activities. Full details of the action plan can be found in chapter 5. The ‘95 Alive’ action plan contains an action 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 we should be able to improve our 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 our 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.

Officers from the County Council and North Yorkshire Police’s Collision Investigation Unit have worked closely together on the first stage of an in-depth analysis of the contributory factors in all fatal accidents. The results of this analysis can be found in appendix C. Outcomes from the fatal accident analysis will help inform education and engineering programmes with a specific emphasis upon reducing fatalities as well the overall KSI figure.

During the last year officers from the County Council have provided training for North Yorkshire Fire & Rescue Service personnel so that they are able to carry out child seat checks in order to increase coverage across the County. The opportunities to provide training for other ‘95 Alive’ partners will be explored in order to further increase the number of checks that are carried out.

Even closer working between the three highway authorities (City of York, Highways Agency and North Yorkshire County Council) particularly through the sharing of ideas and information on programmes will aid planning of schemes and initiatives to ensure maximum effectiveness.

Community safety partnerships can provide a local focus to countywide safety issues as well as helping to address more localised problems. It is therefore anticipated that the community safety partnerships will improve the impact of road safety campaigns and initiatives across York and North Yorkshire and at a local level.

Primary Care Trusts have a statutory duty to be part of Community Safety Partnerships and a purpose to reduce health inequalities and improve health in general. The inclusion of the primary care trusts in the partnership will also sharpen our 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 we will be able to connect with some parts of the community in a more effective way. 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.

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

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.

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

All partners are represented on the Road Safety Strategy Steering Group which currently meets on a bi-monthly basis, although it is envisaged that the Steering Group will meet on a quarterly or twice yearly basis once the detailed strategy is adopted by all partners. The Road Safety Strategy has been produced by an Officer Working Group containing representatives from all of the various types of organisations that make up the partnership. The Officer Working Group will continue to meet regularly throughout the life of the strategy in order to monitor progress against the casualty reduction targets and to ensure that progress is made on the items contained in the action plan.
Chapter 4 – Development of the Strategy

To develop the strategy and the associated action plan it was necessary to establish a baseline and this was done through four key tasks. These tasks were a literature and best practice review, partner policy review, accident analysis and the development of a proposed road hierarchy. This chapter provides an overview of the baseline tasks and highlights some of the key outcomes. More comprehensive details of these tasks can be found in appendices A to D at the end of this document.

The Literature and Best Practice Review attempts to provide a summary of the wide range of literature available on the topic of road safety. Reports and documents were studied that considered the causes of road accidents, identified road user groups that were over-represented in national casualty statistics and discussed improvements and initiatives that had been employed elsewhere. Some key points to come out of the review are listed below and more details can be found in appendix A.

- Human error is a contributory factor in about 95% of road collisions and is estimated to be the most important factor in approximately 65%.
- Motorcyclists are at more risk than any other road user of being killed or seriously injured in an accident.
- Company car drivers are at a greater risk of being involved in an accident than other drivers.
- Young drivers (and those within a year of having passed their tests) are at particularly high risk of an accident.
- Education has the potential, when used correctly, to bring about the greatest reduction in accidents.
- Road hierarchies are a way of categorising roads by their main function and are used to achieve safer distribution of vehicles on roads that can ‘cope’ with them.
- Home Zones implemented in the UK have been highly successful with a project in Northmoor, Manchester having reduced traffic speeds by up to 10 mph.

The ‘95 Alive’ partners recognised at an early stage that they had various policies and targets relating to road safety. The aim of the Review of Partner Policies was to carry out a policy comparison to assess the alignment of the various policies and targets and to provide advice for future policy making and target setting. Each individual partner organisation and their respective policies and targets were put into groups according to roles and responsibilities. The groups were ‘highway authorities’, ‘community safety partnerships’, ‘emergency services’ and ‘others’ thus allowing comparison within and between the groups. A full matrix of partner policies was produced and this will serve as a valuable tool when considering the impact of any future policy changes. The key outcomes of the policy review are given below and more detail can be found in appendix B.

- The overall aims of the partners are similar and well aligned.
- Partners have differing interests, powers and responsibilities and hence a common set of policies and actions is not feasible.
- All future partner policies should state the commitment to reducing the number and severity of casualties and have SMART targets with clear links to any other relevant partner policies.

The road safety implications of the policies contained in the recently launched Yorkshire and Humber Regional Freight Strategy will be assessed using the policy matrix. In the future, it is anticipated that the road safety implications of policies being considered for the Rights of Way Improvement Plan will also be assessed using the policy matrix.

A key requirement for all of the ‘95 Alive’ partners is that the new road safety strategy is data led and for this reason an Accident Analysis covering the City of York and North Yorkshire area has been carried out. The analysis contains three main components as listed below.

- A detailed analysis of the existing situation in relation to road casualties in the area for the period 1999 to 2003.
- A study of road death collision investigation reports covering the period 1999 to 2003 by officers from the North Yorkshire Police Collision Investigation Unit in order to identify the main contributory factors in these collisions.
- An analysis of motorcycle killed and seriously injured (KSI) casualties that took place in 2004.

Some key points from the accident analysis are given below. More comprehensive results can be found in appendix C.

- Between 1999 and 2003 personal injury accidents and casualties arising from road crashes in North Yorkshire have reduced by 6% and 11%.
- Between 1999 and 2003 accidents and casualties arising from road crashes on trunk roads also reduced.
- Substantial reductions in cyclist casualties have occurred since 1999. These reductions are also reflected in national figures.
- Car occupant casualties in North Yorkshire reduced by approximately one quarter between 1999 and 2003.
- Serious car occupant casualties in North Yorkshire have reduced by almost 43% between 1999 and 2003.
- Children aged between 0 and 4 years are more at risk than any other child age group of being killed whilst travelling in a car. 16 to 19 and 20 to 29 year olds are over represented in the car occupant casualty statistics and are most at risk of being killed whilst travelling in a car.
- Motorcyclists aged 20 years and above are just as likely to suffer serious injuries as they are to suffer slight injuries. This could reflect the fact that riders in this age group are more likely to be riding more powerful machines.
- Inappropriate speed, excessive speed and the lack of seat belt use are the main contributory factors in fatal accidents.
- Rider error was judged to be the main cause in 68% of motorcycle KSI crashes involving a machine with an engine larger than 125cc and 35% of casualties lived in North Yorkshire or the City of York.
- 34.3% of accidents involving motorcycles with an engine less than 125cc occurred within the City of York.

The aim of the Road Hierarchy is to introduce a system of categorising roads within York and North Yorkshire that will compliment and support existing well established hierarchies, such as those for the City of York and the National Parks. It will seek to help ensure that there is consistency in the type of engineering measures that are installed on roads in the area subject to environmental considerations, such as where roads pass through conservation areas or protected landscape. This will help improve road users’ understanding of why particular measures have been selected and it will also give other partners such as the Fire and Rescue service and the Ambulance service reassurance about the type of features to be expected on a particular route. More comprehensive details of the road hierarchy can be found in appendix D.

A road hierarchy for York and North Yorkshire needs to recognise the differences between urban and rural road networks and it is therefore recommended that the road hierarchy be sub-divided into a system for rural roads and a
system for urban roads. A two tier system of categorisation is proposed for the rural road network in line with the new draft Department for Transport speed limit guidelines. Roads would be categorised as upper or lower tier depending upon their function and use. Table A in appendix D provides more details. A three tier system of classification, the same as that employed successfully by the City of York, is recommended for urban road networks. All roads in the urban areas would be allocated into one of three categories depending upon their function. The three categories are traffic routes, mixed priority routes and residential areas. Table B contained in appendix D provides more details.
Chapter 5 – Casualty Reduction Strategy Action Plan

The actions contained in the Casualty Reduction Strategy Action Plan have been devised in order to focus the work of the '95 Alive' Road Safety Strategy Steering Group and the Officer Working Group that reports to it. Contained in the action plan are a number of actions and initiatives that will enhance existing activities and initiatives as well as some that will represent new pieces of work. All of the actions are aimed at reducing casualties arising from road crashes in order to achieve the 2010 casualty reduction targets including the new target to achieve a 1/3 reduction in fatalities in York and North Yorkshire. The action plan can be found at the end of this chapter.

Each of the actions in the action plan has been prioritised and an approximate timescale has been assigned. Progress against the actions contained in the plan will be monitored by the Steering Group.

Action 1 – Model for Interventions. The '95 Alive' partners all recognise the importance of a holistic approach to interventions. With this in mind we have set ourselves the task of producing a standard model for all partners to use when considering interventions to ensure that maximum use is made of our 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. It may also help recognise the opportunities for other partners to assist in consultation processes to reach a wider audience and help explain the advantages of a scheme.

Action 2 – Occupational road risk. Car occupant casualties account for the largest proportion of York and North Yorkshire's road casualties. National research has shown that a significant amount of crashes involve motorists on work related activities. The recent changes to STATS 19 (the official records of road accidents) will help identify how much of a problem work related safety is over time. Significant inroads could be made into this problem if, for example, the partners in the York and North Yorkshire Road Safety Partnership were to set an example and introduce Occupational Road Risk policies within their own respective organisations. The County Council has formed a corporate working group to further this issue and City of York is progressing work in this area under the working title 'Your Driving, Your Business'.

Action 3 – Targeted Interventions. Work carried out as part of the Local Transport Plan identified that there were relatively low rates of seat belt and child restraint use in cars. Car occupants account for the majority of KSI casualties and work carried out as part of the road death collision analysis discussed in chapter 4 and appendix C has shown that lack of seat belt/child restraint use is the third largest contributory factor in fatal accidents. Further analysis has shown that children aged between 0 and 4 years are over represented in fatal accidents on the roads of York and North Yorkshire. This is discussed further in chapter 4 and appendix C. In addition, more detailed analysis work will be carried out on all child car occupant fatalities to ascertain if there are any underlying reasons behind this statistic. This will include a postcode analysis to determine where the driver came from, not just the ward where the accident took place. By this means it is hoped to identify if children from socially deprived wards are more likely to be involved in road accidents away from their home ward. Working in partnership with North Yorkshire Police the County Council has carried out a programme of education and enforcement activities outside of schools. Public child car seat checks have also been carried out to try and address the lack of knowledge shown by some parents when considering how to transport their children safely by car. The County Council has provided training for officers from the Fire and Rescue service to further increase coverage of this issue and plan to carry out further checks with the local Community Safety Partnerships. The opportunities to provide training for other ‘95 Alive’ partners will be explored in order to further increase the number of checks that are carried out.

Motorcyclists account for a significant proportion of the total number of fatalities in York and North Yorkshire as discussed in chapter 4 and appendix C. In 2003 there were a total of 745 killed or seriously injured (KSI) casualties representing a 28% reduction compared with the 1994–98 baseline average. However, this total concealed the largest number of motorcyclists killed (28) for about 15 years. Many of these crashes occurred on the rural road network involving leisure motorcyclists riding on what are regarded as ‘challenging’ roads. A programme of targeted enforcement along these high-risk routes has been carried out during 2004 by North Yorkshire Police in partnership with the County Council. The number of motorcycle KSI casualties reduced by 30% compared with 2003 and the number of motorcycle fatalities has almost halved. This revenue funded work will continue in 2005 as part of the County Council’s Local Public Service Agreement. The Highway Authorities will also explore ways to use the detailed accident information from this exercise to help inform their engineering programmes taking into account guidance in the National Motorcycle Strategy.

The partnership will continue to support North Yorkshire Police on the operation of the ‘Bike Safe’ scheme recognising the need to combine education and enforcement activities. Motorcycle training in North Yorkshire is provided entirely by the private sector. The County Council will continue to publicise the availability of training and through revenue funded activity will support any initiative designed to support improved motorcycle safety.

In addition to the main target groups identified above, the analysis of the casualty data discussed in chapter 4 and appendix C showed trends related to age. Young drivers continue to be over represented in the road casualty statistics. Groups such as 'Theatre in Education' visit schools to deliver hard hitting messages to prospective young drivers about the consequences of road crashes. The '95 Alive' partners will explore ways of improving and expanding the amount of work carried out in this area. National trends show that the population is ageing and that the proportion of older drivers will increase over time. Older people are more likely to be killed or seriously injured in crashes. It is also likely that as the population becomes older there will be an increase in leisure driving. This could have a particular impact upon areas popular with tourists such as those found in North Yorkshire. These visitors are also more likely to be unfamiliar with the rural roads in the County.

Measures are also targeted at accidents in the 10% most
socially deprived wards. An in-depth analysis in North Yorkshire identified three wards; Castle and Falsgrave in Scarborough and Central Selby, with high accident rates that could be linked to social deprivation.

Of the 745 KSI casualties resulting from crashes on roads in North Yorkshire in 2003, 153 (21%) were on the Trunk Road network. These roads are managed by the Highways Agency (HA) who is also a partner in the York and North Yorkshire Road Safety Partnership. This partnership approach will ensure that there is a consistent approach to casualty reduction across the County regardless of who is responsible for managing the road.

The action to target specific groups will be lead by a process of dynamic accident analysis that will consist of regular reports to the Officer Working Group on casualty statistics and trends. This dynamic analysis will also include a more detailed breakdown of the casualties in the ‘other’ vehicles category.

**Action 4 – Offender Rehabilitation Programmes.** The importance of North Yorkshire Police’s Driver Improvement Scheme is recognised as a way of targeting road safety education and training on at-risk groups and is therefore supported by the ‘95 Alive’ partners. We will consider its expansion to cover speed awareness once the national standard has been issued.

**Action 5 – Think! Campaign.** The highway authorities continue to develop road safety education, training and publicity programmes which are focussed on at-risk road user groups. The County Council, City of York and North Yorkshire Police play an active part in both national and regional groups ensuring that we are well placed to influence and benefit from a range of resources and campaigns including the national Think! Campaign. The ‘95 Alive’ partners all recognise the benefits of the national campaign especially when it addresses issues with particular local significance such as motorcycle safety and seat belts. The ‘95 Alive’ action plan therefore contains an action to support the programme of focussed activities agreed at a regional level.

**Action 6 – Data Sharing Agreement.** A key issue for the ‘95 Alive’ partnership is the dissemination of casualty statistics in order that all partners have accurate up to date information. We are currently developing a data sharing agreement covering the type and frequency of information to be reported. At this time it is envisaged that monthly casualty statistics updates will be provided for members of the Officer Working Group who will then be responsible for producing a quarterly or twice yearly report for the Steering Group. The Steering Group would carry out an Annual Review to assess progress against the casualty reduction targets.

**Action 7 – Communications Strategy.** With such a large number of partners the importance of consistent messages to the media and public can not be stressed highly enough. Bearing this in mind the partnership action plan contains an action to follow a communications strategy based upon four key points:

- Consistent messages
- Co-ordinated strategy for dissemination of information
- Consider extreme publicity campaigns
- Community perspective

It is envisaged that the data sharing agreement being produced as part of action 6 above will help ensure that consistent messages are given when partners are talking about casualty statistics. The provision of standard text for partners to use in press releases will ensure that aims, objectives and targets are correctly stated. We are producing a ‘calendar of events’ for all partners to include information of planned activities to ensure a co-ordinated approach. We will consider extreme publicity campaigns where appropriate that are targeted at problems faced by the ‘95 Alive’ strategy. Through consultation with both the County Council and City of York community panels we intend to monitor attitudes towards important road safety issues through the life of the strategy. We are also exploring the possibility of commissioning some public attitude surveys which can be repeated throughout the life of the strategy to gain wider public opinions about road safety issues.

**Action 8 – Response to Fatal Collisions.** The emergency services in the ‘95 Alive’ partnership have stated their intention to study their collective response to individual collisions in order to ascertain if there are any areas for improvement. It is possible that the study may identify improvements that could have an impact on the total number of killed and seriously injured casualties in the future.

**Action 9 – Cyclist and Pedestrian Training.** The Cycling Awareness Programme in North Yorkshire is provided through a network of volunteers. The importance of cycle training is recognised and the County Council intends to continue to provide cycle training and is currently considering the practical implications of the new National Standard for Cycle Training Schemes. The City of York has long been recognised as a national leader in this area. Pedestrian training is focussed upon the larger urban areas of Harrogate, Scarborough and York. The ‘95 Alive’ road safety strategy will consider ways in which evaluation can be provided in order to gain a clearer understanding of the benefits of cycle training and pedestrian training.
### Figure 3.5

The York & North Yorkshire Road Safety Strategy

**‘95 ALIVE’ Action Plan 2005 to 2010**

**Terms of Reference**

The partners will work together to ensure integration of the whole strategy. We will use the evidence base wherever available but our own judgement and existing intelligence when data is not available to ensure schemes and initiatives are data led wherever possible. All partners will support the actions contained in this plan.

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<th>Action</th>
<th>Indicator</th>
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<tr>
<td>1. Design a model for interventions that requires systematic assessment and the following elements as appropriate, Enforcement, Speed management, Engineering, Education Training &amp; Publicity, Evaluation, and Maintenance.</td>
<td></td>
<td>S, M, L</td>
<td>6. Fatal collisions: improve data recording and distribution (data sharing agreement)</td>
<td></td>
<td>M, L</td>
</tr>
<tr>
<td>2. Create a package of measures to combat occupational road risk</td>
<td></td>
<td>S, M, L</td>
<td>7. Communications Strategy</td>
<td></td>
<td>S, M, L</td>
</tr>
<tr>
<td>3. Target specific road user groups identified through dynamic accident analysis, currently these are:</td>
<td></td>
<td>S, M, L</td>
<td>a. Provide consistent media messages, dispel misperception and highlight our successes</td>
<td></td>
<td>S, M, L</td>
</tr>
<tr>
<td>- Car occupants: Seat belt awareness and enforcement</td>
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<td></td>
<td>b. A coordinated strategy to disseminate information and raise awareness</td>
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<td>S, M, L</td>
</tr>
<tr>
<td>- Drivers: Child car seat training and enforcement</td>
<td></td>
<td></td>
<td>c. Consider extreme publicity campaigns e.g. Collision Free Days</td>
<td></td>
<td>M, L</td>
</tr>
<tr>
<td>- Powered two wheeler riders: Continue campaigns and investigate problems with 125cc or less</td>
<td></td>
<td></td>
<td>d. Obtain a community perspective through the Citizens Panel, etc</td>
<td></td>
<td>S, M, L</td>
</tr>
<tr>
<td>- Socially deprived areas: (Investigation work required)</td>
<td></td>
<td></td>
<td>8. Study the response of the Emergency Services to all injury collisions.</td>
<td></td>
<td>S</td>
</tr>
<tr>
<td>4. Continue with existing offender rehabilitation education programmes, consider expansion to cover speed awareness</td>
<td></td>
<td>M, L</td>
<td>9. Continue with existing Cyclist and Pedestrian training – provide evaluation</td>
<td></td>
<td>S, M, L</td>
</tr>
<tr>
<td>5. Selective use of Government Think! Campaigns, focus on one per month agreed regionally</td>
<td></td>
<td>S, M, L</td>
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**KEY:**
- ■ High priority actions S (Short term actions) = 1 to 2 Years
- ▼ Medium priority actions M (Medium term actions) = 3 to 4 Years
- ▲ Low priority actions L (Long term actions) = 5 Years plus
Chapter 6 – Adoption, Implementation and Monitoring of the Strategy

The ‘95 Alive’ Steering Group has approved this strategy, taking into account the comments received during consultation. Each individual partner organisation is required to formally adopt the strategy according to their internal processes.

The Officer Working Group will continue to meet regularly once the detailed strategy is adopted by all partners in order to monitor progress against the casualty reduction targets and to ensure that progress is made on the items contained in the action plan. The Steering Group will meet quarterly or twice yearly to consider a report from the Officer Working Group on progress against the casualty reduction targets and the actions contained in the action plan. The reports will culminate in an annual review of the whole strategy.
Causes of Accidents

Road traffic accidents do not have a single cause. They result from a number of contributory factors that combine in a way that leads to a road user failing to cope in a particular situation. A number of international studies show that human error is a contributory factor in about 95% of road collisions and is estimated to be the most important factor in approximately 65%. The failure of the road user to cope with the environment is therefore a vitally important issue, which must be taken into account when devising casualty reduction programmes, be they engineering, educational or enforcement led.

There are usually two different stages in any accident; a contributory factor (e.g. a car's brakes locking) which leads to a precipitating factor (e.g. the car swerving across the road) which leads to an accident. Precipitating factors can be addressed in ways such as vehicle design and some aspects of highway design which minimise the outcome. Contributory factors can often be addressed through education and enforcement, and these can reduce the number of accidents. It is important to recognise that the single unifying cause of most accidents is human error.

Speeding vehicles are one of the major concerns for many people when it comes to road safety. Research has shown that driving at excessive speeds directly influences the frequency and severity of road accidents, so it is clear that speed management has a large role to play in increasing road safety.

Driving under the influence of drink or drugs is another major concern. Alcohol and drugs invariably impair driving skill and the ability to judge speeds and distances. The Transport Select Committee’s research advises that alcohol influenced behaviour is a key factor in a sixth of all road fatalities. It is suggested that four measures should be taken to reduce the number of drink and drug related accidents. These are improving breath-testing enforcement, more severe penalties for repeat offenders, increasing the effectiveness of sentencing options (such as rehabilitation schemes) and the consideration of alcohol ignition interlocks (alcolocks).

Fatigue is also a major cause of accidents, however, it is difficult to attribute as a direct cause. This is because of two reasons; shock generally negates any fatigue that a driver may have been experiencing prior to the accident, and it is unlikely that someone involved in an accident will admit to being fatigued. The Department for Transport (DfT) have invested heavily in research and campaigns to minimise accidents caused by tiredness. A major awareness campaign has been undertaken including leaflets, television and radio advertising and motorway signs.

On-going research for the Department for Transport shows that 70% of drivers find it unacceptable to use a hand-held mobile phone while driving and 42%, when questioned by the RAC in 2002, believe that the Government's top priority should be to “stop use of mobile phones”.

Vulnerable Road Users

It is certainly necessary to reduce the causes of accidents; however, it is also necessary to consider the ways that vulnerable road users can be protected. The national picture is discussed below.

In 2003 pedestrians made up 13% of all road casualties and are clearly at a high risk of being involved in an accident. These statistics are even higher for children with 63% of all child deaths and serious injuries being of child pedestrians. Older people (over 60 years) are also at greater risk, due to the natural decrease in motor, sensory and cognitive abilities. Surveys have shown that many people now feel unsafe walking to local amenities due to intimidating traffic speeds and flows. It has also been found that buses and motorcycles are more likely to be in an accident involving pedestrians than any other vehicle.

The Government wishes to encourage more people to start cycling as outlined in the 1998 White paper New Deal for Transport – Better for Everyone. However, between 1996 and 1998 in Great Britain, 10% of all reported accidents where an injury was sustained involved a cyclist. This may be because it has been found that many motorists do not see cyclists as ‘proper’ road users. This may mean that they are less aware of them and the issues that concern them.

Motorcycles also have a significant involvement in road casualties. Motorcyclists are at more risk than any other road user of being killed or seriously injured in an accident. Trends have shown that the number of motorcyclist fatalities has risen in recent years reflecting the increase in sales and ridden mileage.

Equestrians are not often taken into account during discussions of vulnerable road users, but there are over three million horse riders in the UK and a large proportion regularly ride on the roads, often to gain access to bridleways. It is reported that there is a growing problem for equestrian road users due to inconsiderate drivers, which may possibly be solved by education.

Research has shown that company car drivers are at a greater risk of being in an accident than other drivers. It has been suggested that the majority of these accidents are caused by careless low speed manoeuvring encouraged by immunity from repair bills. This would also explain why the majority of accidents result in damage to vehicles as opposed to injury.

Research summarised in the Department for Transport report Novice Drivers Safety shows that young drivers (and those within a year of having passed their tests) are at particularly high risk of an accident, and 1 in 5 drivers have an accident within their first year of driving. It is also the
case that while 17 to 21 year olds make up only 7% of licence holders they are involved in 13% of driving accidents that result in injury.

**Improving Road Safety**

There are many various initiatives that may be implemented to reduce the number of accidents and they mainly fall into one of three categories: enforcement, engineering or education. Enforcement is regarded as one of the most influential ways to control driver behaviour and it is the most effective deterrent for speeding. Engineering is a mainly extrinsic form of controlling speeds and reducing accidents by building external constraints on the highway. Education has the potential, when used correctly, to bring about the greatest reduction in accidents. Many forms of improvement span more than one category as “hard” improvements are often combined with an advertising campaign to raise awareness of the change.

It has been required by UK law since 1987 that drivers wear a seatbelt (unless exempted); however the DfT has shown that only around half of adults make use of seatbelts (Tomorrows Roads – Safer for Everyone). A ‘hard-hitting’ advertising campaign started in summer 1988 increased the number of adult rear seat passengers wearing seatbelts by 12% in just one year. Airbags also improve the safety of car users although there is a need to be make users aware of the requirements for their safe use. For example, it is a necessity that a seatbelt is worn in conjunction with an airbag or serious injuries can be sustained.

Safety cameras and red-light running cameras were introduced in the early 1990s. There were four main objectives: a significant reduction in speeds at camera sites, a significant reduction in casualties at camera sites, general acceptance by the public of road safety benefits and satisfactory working of funding and partnership arrangements. The three year evaluation published by the Department for Transport in 2004 has shown that the programme has met all four of its objectives, with a 2.4 mph reduction in speed at camera sites. There was a 40% reduction in killed and serious injury accidents (KSIs) at sites where cameras were introduced and a 33% reduction in personal injuries. In terms of the cost of these casualties the programme has saved £221 million. The general public appear to be accepting safety cameras as 79% of people questioned, as part of the three year evaluation, agreed with the statement “the use of safety cameras should be supported as a method of reducing casualties”.

Vehicle activated signs are designed and used to reduce driver speed. They are signs which display an illuminated message of either a warning or a speed limit and are triggered by a vehicle’s speed. Research has shown that vehicle activated signs are more successful at reducing speeds than permanent warning signs. It was also shown that drivers who regularly use a route with vehicle activated signs slowed down in advance of the signs to avoid triggering them. Trials in Norfolk and Wiltshire have shown a 4 mph reduction in mean speeds on routes where the speed limit has remained the same.

Traffic calming measures such as chicanes, speed humps and gateways are self-enforcing and can help to reduce driver speeds and numbers of accidents. Research has shown that in areas where traffic calming has been implemented, mean speeds have been reduced by approximately 10 mph. The Gloucester Safer City project showed that at sites which received engineering treatments there was a 38% average reduction in the number of accidents.

It is necessary to raise pedestrian awareness of road safety issues and major campaigns have been undertaken by the Department for Transport in order to do so. The primary target group for these campaigns are children and their parents. Many of these campaigns are now school based, usually involving teachers and complementing the National Curriculum. The Road Safety Education Report showed that over half of all accidental deaths to school age children are due to road accidents. The ‘Hedgehog’ campaign is one such campaign that has been highly successful. The first commercial appeared in January 1997 and ran on terrestrial and digital television as well as in cinemas. Post campaign research showed that spontaneous awareness of the advert was 71% amongst 7 to 14 year olds and 89% of those who recognised the advert said that it reminded them how to cross the road safely.

Adult education campaigns are also very important. Publicity campaigns are expensive but can be highly effective, as shown by the drink-driving awareness campaign. The former DTLR (now DfT) identified that publicity campaigns should be focused on child road safety, preventing speeding, driving under the influence of drink or drugs, drowsiness, motorcycles, cycle helmets and mobile phones. The RAC claim that additional driver training should be a priority for reducing accidents and that most drivers support the idea of periodic refresher courses.

**Initiatives**

Intelligent road studs (IRS) are solar powered ‘cats-eyes’ that can differentiate between conditions such as fog, low temperatures, ice, etc and change the colour of light that they project accordingly. Due to the fact that they provide an internally generated light source and not a reflection of car head-lights, the IRS offer ten times better visibility than regular road studs in foggy conditions. IRS can also inform drivers when they are following another vehicle too closely by changing the colour of the light being emitted. This can reduce the number of rear end collisions, a common cause of accidents. IRS would, however, require special authorisation from the Secretary of State to be implemented, according to the *Traffic Signs Regulations and General Directions 2002*.

Road hierarchies are used to achieve safer distribution of vehicles on roads that can ‘cope’ with them. Many smaller roads have high usage as they are considered to be ‘rat runs’. By categorising roads into tiers or levels, it is possible to control the amount of traffic using the roads and implement suitable speed limits. In order to encourage road users to use the new hierarchy, measures such as road closures, traffic calming and reducing time in traffic signal phases allocated to vehicles on roads where usage should be discouraged can all be employed.

It is clear that rural and urban areas require different hierarchies as vehicles use the areas differently and there are varying concerns, such as the degree of visual intrusion and noise pollution. The rate of traffic growth has been shown to be higher in rural areas when compared to urban areas and accident severity is generally higher on rural roads.

Three tier road hierarchies for urban areas are well
established and it has been suggested that a three tier approach could be employed in rural areas also. The first levels in both cases would be ‘Main Roads’ however for urban hierarchies these roads are generally cross city routes, while for rural hierarchies these are A class roads of national or regional importance as through routes. The second level roads are ‘Mixed Use Roads’. In urban areas these routes do not have the capacity for through traffic but do provide a distributor function generally from residential areas to shopping or commercial areas. In rural areas these roads could be through routes with minimal numbers of properties. The third levels are ‘Local Distribution Roads’. This level, in urban areas, is for local distribution or traffic access only, with through traffic being discouraged. In rural areas these roads are also access routes primarily in villages with high numbers of vulnerable road users. However, current draft guidance, in the “Update of Circular Roads 1/93, Setting Local Speed Limits” (DfT Nov. 2004) recommends a two tier hierarchy approach for setting local speed limits on rural routes based on classifying routes as either upper and lower tier depending on its main traffic function.

Home Zones are a second generation traffic calming measure based on the Dutch concept of the woonerf. The idea is to open up streets and to encourage more use by residents for socialising and to restrict vehicle use. This is done with a variety of measures including gateway features, tree planting and a change in the road surface to cover the road as a whole as opposed to segregation of the road and footpath. The programmes that have been implemented in the UK have been highly successful with a project in Northmoor, Manchester having reduced traffic speeds by up to 10 mph.
Appendix B – Review of Partner Policies

The partner policies for this review are aggregated in groups according to the organisations’ role and responsibilities as described below. Within each group, the main characteristics of Partner Policies are identified and the degree to which these correlate is considered. A full matrix of partner policies was produced as part of the Partner Policy Review. This appendix provides a commentary on the most significant comparisons.

**Group 1 – Highway Authorities:** includes the City of York Council (CYC), the Highways Agency (HA) and the North Yorkshire County Council (NYCC).

**Group 2 – Community Safety Partnerships:** includes those representing Craven, Hambleton, Harrogate, Richmondshire, Ryedale, Scarborough and Selby.

**Group 3 – Emergency Services:** includes the North Yorkshire Fire & Rescue Service (NYF&RS), North Yorkshire Police and the Tees, East & North Yorkshire Ambulance Service.

**Group 4 – Others:** includes the Government Office for Yorkshire and the Humber, the Yorkshire Dales National Park, the four North Yorkshire Primary Care Trusts and the North York Moors National Park.

**Group 1 - Highway Authorities**

The aim of North Yorkshire County Council (NYCC) is to reduce all killed and seriously injured (KSI) casualties by 40% and all child KSI by 60% by 2010, compared to the 1994-98 baseline average, through the delivery of the Local Transport Plan (LTP). The Community Strategy contains policies to promote community safety by working with the police, district council and others in community safety partnerships. Schemes and initiatives are targeted to tackle traffic accidents, through road safety engineering and education, traffic management schemes and walking and cycling improvements.

Safety is a high priority for the Highways Agency (HA) and working on the new targets set by the Government for the year 2010, it has welcomed the challenge of finding new ways further to reduce casualties on trunk roads.

The City of York Council (CYC) is developing plans to review the whole of the Road Safety Strategy as part of the development of the second Local Transport Plan. York’s Road Safety Strategy includes education, publicity, training, enforcement and partnership working.

The policies of the three highway authorities are closely aligned in the following general areas:

- to provide a safe, efficient and well maintained highway network
- to reduce the number and severity of casualties arising from road accidents through safety engineering, education, training, publicity, enforcement and encouragement
- to use engineering measures to reduce speed and encourage safer driver behaviour

Within these broad themes, there are a number of areas where the policies of the highway authorities are generally aligned but there are differences in emphasis or in the means of achieving the aim. Most of the differences are where the HA policies and plans differ from those of the local authorities, but these differences are generally trivial in nature.

**Group 2 - Community Safety Partnerships**

The following Community Safety Partnerships, one for each District Authority within the County, all have stated policies, aims and objectives:

- Craven
- Hambleton
- Harrogate
- Richmondshire
- Ryedale
- Scarborough
- Selby

The policies for these partnerships show a number of similar characteristics and are closely aligned in the following areas:

- to reduce the number of casualties that occur as a result of road accidents by tackling the problem through engineering, enforcement, education, training and publicity
- to promote road safety campaigns to educate motorists of specific issues
- to promote motorbike safety
- to encourage multi agency speed campaigns (e.g. Operation Siren)
- to raise awareness of the importance of correctly fitted child seats

As with the highway authorities, within these general aims shared by the community safety partnerships, there are a number of areas where the policies are generally aligned but there are differences in the emphasis or in the means of achieving the aim. These differences are not significant and often reflect perceived local issues.

**Groups 3 & 4 - Emergency Services & Others**

Most of the organisations in groups 3 & 4 (Emergency Services & Others) have policies which mention road safety. The North Yorkshire Police have specific objectives that are relevant to road safety and this is reflected in the engagement of the Police in the work of Community Safety Partnerships. The NYF&RS has targets in place to reduce casualties and deaths by 2014, but only broad initiatives to implement.

The Yorkshire Dales National Park has only one policy affecting road safety, supporting measures as long as they do not impinge on the character and qualities of the park.

**Policy Comparison**

A comparison of the partner policies has been undertaken with particular consideration given to the groups described above. This comparison has highlighted a general consensus between the partners, and has also indicated that similar objectives might be targeted in different ways.

Of particular interest is the comparison between the policies of the Highways Authorities and those of the Community Safety Partnerships which align in the following areas:

- To create a safe working environment on the highway
- To improve road engineering in enhancing road safety
- To support initiatives and reduce the incidence of drinking and driving, speeding and to make use of road engineering to reduce speed
- To improve safety for cyclists
- To improve road safety and reduce the number of casualties that occur as a result of Road Traffic...
Accidents by using engineering, enforcement, education, training and publicity

• To support innovative road safety initiatives
• To promote motorbike safety
• To support traffic calming measures where appropriate

It can be seen above that the overall aims of the partners are similar and well aligned. However, there are two specific areas, speed and vulnerable road users, where partners wish to achieve these aims through different approaches or are given a different emphasis.

It is recognised that the partners have differing interests, powers and responsibilities and hence a common set of policies and actions is not feasible. However, road users recognise no geographical or organisational boundaries in their behaviour and a consistency of approach would pay dividends in achieving best allocation of resources and in achieving results. With this in mind, it is recommended that future policies should have the following themes:

• commitment to reducing the number and severity of accidents
• SMART targets for the above using consistent measures and timescales and recognition for any overall target that the specific target contributes towards.
• a consistent approach to road user education
• a consistent approach to vulnerable users
• a consistent approach to speed management
• clear links to any other relevant partner policies

Summary

This partner policy review has considered the relevant policies of the partners in the York and North Yorkshire Road Safety Partnership who are all working together to improve road safety.

The partners have been grouped according to role and responsibility and the consistency of policy within groups has been examined.

A comparison between groups has been undertaken and areas where there are differences of emphasis have been identified.
Appendix C – Accident Analysis

Introduction

This appendix summarises the outcome of a detailed analysis of the existing situation in relation to road casualties in the area covering the City of York and North Yorkshire as part of the development of the new road safety strategy ‘95 Alive’. Comparisons to national casualty statistics will be made wherever possible and those road user groups or types that are over represented in the York and North Yorkshire casualty statistics will be highlighted.

The outcome of two pieces of more detailed analysis work into fatal accidents and also motorcycle killed or seriously injured accidents is also summarised in this appendix.

In this appendix, references to North Yorkshire refer to the county of North Yorkshire and references to York refer to the area covered by the City of York.

Establishing the Baseline

The current road casualty reduction targets for 2010 for both York and North Yorkshire are compared to the 1994 to 1998 baseline averages. These targets are still relevant but it was considered necessary for the purposes of the development of the new road safety strategy to look at the accident records for a much more recent period. In order to obtain a statistically significant dataset it is necessary to look at a period of at least five years and the latest five year period for which full accident statistics are available is the period covering 1999 to 2003 inclusive. The main accident analysis and the detailed road death collision analysis are therefore based on the 1999 to 2003 period. The detailed analysis of motorcycle killed or seriously injured (KSI) casualties is based on the 2004 data as this was made available through special reporting arrangements with North Yorkshire Police as part of the current motorcycle enforcement campaign being carried out as part of the County Council’s Local Public Service Agreement (LPSA).

Main Accident Analysis

Overview

Between 1999 and 2003 personal injury accidents (accidents) and casualties arising from road crashes in North Yorkshire have reduced.

In 1999 there were a total of 2669 accidents in North Yorkshire compared with 2508 in 2003, a reduction of 6%. Fatal accidents rose by 34% from 55 in 1999 to 74 in 2003, however, it must be recognised that the total for 1999 was very low in comparison to other years. In contrast, both serious and slight accidents have fallen by 11% and 5% respectively over the five year period between 1999 and 2003.

By the end of 2003 there were a total of 3555 casualties in North Yorkshire compared with 4002 in 1999, a reduction of 11%. Fatal casualties rose by 35% from 59 in 1999 to 80 in 2003, however, as previously mentioned the total for 1999 was very low in comparison to other years. The average number of fatalities over the five year period between 1999 and 2003 in North Yorkshire was 75.2. In contrast, both serious and slight accidents have fallen by 11% and 5% respectively over the five year period between 1999 and 2003.

Trunk Roads

Between 1999 and 2003, KSI accidents on trunk roads nationally reduced from 4533 to 4157 a reduction of 2.5%, and KSI casualties reduced from 6051 to 5256, a reduction of 4.4%. Trunk roads are the responsibility of the Highways Agency and form part of the national strategic network. Within North Yorkshire roads such as the A1(M), A64 and A65 are trunk roads. Between 1999 and 2003 accidents and casualties arising from road crashes on trunk roads in North Yorkshire also reduced.

In 1999 there were a total of 499 trunk road accidents compared with 374 in 2003, a reduction of 25%. The percentage of accidents on the trunk road network compared with the overall North Yorkshire road network has also fallen from 18.7% in 1999 to 14.9% in 2003.

By the end of 2003 there were a total of 624 trunk road casualties in North Yorkshire compared with 834 in 1999, a reduction of 25%. However, it must be recognised that almost one fifth of the trunk road network was de-trunked in 2003 and this may be a significant factor behind this and other reductions.

Overall Casualty Trends

Fatal casualties in North Yorkshire have remained at roughly the same levels over the ten year period between 1993 and 2003 whereas serious casualties have shown a downward trend and by 2003 were almost half of the total for 1993. The rise in fatalities discussed earlier in this chapter reflect the relatively low total of fatalities in 1999. The average number of fatalities over the five year period between 1999 and 2003 in North Yorkshire was 75.2. Slight casualties rose from 1993 to 1997 and have then shown a steady downward trend but have yet to fall below the total for 1993.

Performance against Existing Casualty Reduction Targets

The existing casualty reduction targets are to be achieved by the end of 2010 and require a 40% reduction in all KSIs, a 60% reduction in child KSIs and a 10% reduction in the slight casualty rate when compared to the 1994-98 baseline average.

KSI casualties have shown a downward trend since 1997 and by the end of 2003 there were 745 KSI casualties on the roads of North Yorkshire representing a 28% reduction compared with the 1994-98 baseline average. This reduction was ahead of the figure achieved nationally which was a 22% reduction.

Child KSI casualties in the County have shown a downward trend since 1996 and by the end of 2003 there were a total of 50 child KSI casualties representing a 54% reduction compared to the 1994–98 baseline average. This reduction is ahead of the progress being achieved nationally which by the end of 2003 was a 40% reduction.

Slight casualties have shown a steady downward trend since 1997 and by the end of 2003 the total number of slight casualties was 2810 which is approximately 5% below the baseline average. In 2004 the Department for Transport published figures showing that the rate of slight casualties per 100 million vehicle kilometres in 2003 in the County had fallen by 15% when compared to the 1994-98 baseline average. This is slightly below the reduction achieved nationally which is 16%.

Casualties by Road User Type

An analysis of casualties by road user type for the period 1999 to 2003 has revealed the following key points:
Pedestrians
- The total number of pedestrian casualties in North Yorkshire has fallen from 313 in 1999 to 291 in 2003.
- Fatal pedestrian casualties reduced slightly from 10 in 1999 to 7 in 2003.
- The longer term trend shows that pedestrian casualties exhibited a downward trend over the period from 1987 to 1996 and have remained around the 300 mark since then.

Cyclists
- Cyclist casualties in North Yorkshire have more than halved with a total of 227 in 1999 reducing to 110 in 2003.
- Over the longer term, cyclist casualties show a general downward trend between 1987 and 2003 and the 2003 figure is less than half of that recorded in 1987. Substantial reductions in cyclist casualties have occurred since 1999. These reductions are reflected in national figures.

Motorcyclists
- The number of motorcycle fatalities in North Yorkshire increased from 9 in 1999 to 28 in 2003, the latter was the highest figure for almost 15 years. Over this same period sales of motorcycles, particularly powerful sports bikes, have increased. The increase in the number of casualties is explained by the increased exposure to risk (measured by numbers of bikes or by annual mileage). City of York have a very different profile for powered two wheeler casualties mainly involving small capacity motorcycles and scooters, a pattern repeated on a smaller scale in Scarborough and Harrogate.

Car Occupants
- Car occupant casualties in North Yorkshire reduced from 3086 in 1999 to 2319 in 2003, a reduction of approximately one quarter.
- By the end of 2003 the total number of car occupant fatalities in North Yorkshire was 42 compared with 38 in 1999.
- Serious car occupant casualties in North Yorkshire have fallen year on year from 584 in 1999 to 335 in 2003, a reduction of almost 43%.
- Slight casualties have also fallen in North Yorkshire from 2464 in 1999 to 1424 in 2003, a reduction of just over 21%.

Other Vehicles
- ‘Other’ vehicles include goods vehicles, agricultural vehicles, buses, horse riders, taxis and other non-motor vehicles.
- Other vehicle casualties have reduced in North Yorkshire from 418 in 1999 to 353 by the end of 2003.
- By the end of 2003 there had been no change in the number of other vehicle fatalities (5) in North Yorkshire, whilst serious and slight casualties reduced.

Casualties by Age Group
An analysis of casualties by age group for the period 1999 to 2003 has revealed the following key points:
- Children aged between 0 and 4 years are more at risk than any other child age group of being killed whilst travelling in a car.
- 16 to 19 and 20 to 29 year olds are over represented in the car occupant casualty statistics and are most at risk of being killed whilst travelling in a car.
- Car drivers in the 50 to 59 age group are least at risk of having a fatal accident.
- Car drivers aged 70 to 79 years also show a higher risk of being killed as a car occupant.
- The highest numbers of serious cyclist casualties, although still relatively small, were in the 8 to 11 and 12 to 15 age groups.
- The 16 to 19 and 80+ age groups are most at risk of being killed in a pedestrian accident.
- There is a degree of over-representation in the pedestrian casualties in the 8 to 11, 12 to 15 and 16 to 19 age groups; this is more so in the serious casualty statistics.
- Riders in the 20 to 29 and 30 to 39 age groups are most at risk of being killed in a motorcycle accident.
- Motorcycle casualty numbers are highest in the 30 to 39 age group.
- The 16 to 19 year old age group shows a very high number of slight motorcycle casualties in comparison with other age groups. This could reflect the popularity of motorcycles of less than 125cc capacity with this age group and the likelihood that more accidents will take place at low speed thus resulting in more slight injuries.
- Motorcyclists aged 20 years and above are just as likely to suffer serious injuries as they are to suffer slight injuries. This could reflect the fact that riders in this age group are more likely to be riding more powerful machines.
- Child slight public service vehicle casualties have a peak in the 12 to 15 age group and the total then reduces when considering 16 to 19 year olds probably reflecting the fact that some young people will be able to drive or have greater access to a car.

Casualties by District in North Yorkshire
An analysis of casualties by district in North Yorkshire for the period 1999 to 2003 has revealed the following key points:
- The total number of accidents has remained fairly constant in Craven whilst the number of casualties has reduced by 4%.
- Accidents and casualties have reduced in Hambleton by 11% and 12% respectively.
- Accidents in Harrogate have fallen by 5% and casualties by 12.5%.
- Richmondshire has recorded a 14% reduction in accidents and a 15% reduction in casualties.
- Accidents and casualties in Ryedale have unfortunately increased by 5.9% and 4.7% respectively. However, it should be noted that the total number of accidents and casualties in 2003 were lower than the previous three years.
- The total number of accidents has reduced in Selby by just over 13%. The number of casualties has reduced by almost 22%.
- Accidents in Scarborough have reduced by just over 4% and casualties by 11.2%.

Road Death Collision Analysis
As has already been recognised, in contrast to serious and slight casualties, fatal casualties in York and North Yorkshire rose over the period 1999 to 2003. In response to this, a detailed study of road death collision investigation reports has been carried out using officers from the North Yorkshire Police Collision Investigation Unit. The study looked at a representative sample of all of the fatal accidents that had occurred in York and North Yorkshire over the five year period between 1999 and 2003.
The analysis has identified inappropriate speed, excessive speed and the lack of seat belt use as the main contributory factors in fatal accidents over the five year period as shown in figure C1. Further more detailed analysis of the different aspects of these contributory factors to fatalities such as age, gender, road user type and place of residence will be carried out over the coming months.

Figure C1
Road Death Contributory Factors

![Diagram showing road death contributory factors between 1999 and 2003 inclusive in York and North Yorkshire](chart.png)

Motorcycle Killed Or Seriously Injured Analysis
Information about Motorcyclist KSI casualties in York and North Yorkshire during 2004 obtained from North Yorkshire Police through special reporting arrangements has been analysed in order to identify the main features which could assist in the development of future interventions.

133 accidents in which motorcyclists (including pillion passengers) riding machines with engines larger than 125cc were analysed.

- The average age of casualties was 38 years old
- 92% of casualties were riding on machines with an engine capacity larger than 500cc
- Over one third of accidents occurred on Sundays
- The peak times for accidents are 13.00–15.00 and 18.00–20.00 hrs
- Rider error was judged to be the main cause in 68% of crashes
- Excessive speed was judged to be the primary cause of 44 casualties and half of these occurred on left hand bends
- Inappropriate speed was judged the primary cause of a further 32 casualties, with overtaking and collisions with animals a factor in 14 of these accidents
- Although 36 other road users were injured in crashes involving motorcycles, in the majority of cases no other vehicle or road user was involved
- 35% of casualties lived in North Yorkshire or the City of York. The majority of others lived in neighbouring authority areas – West Yorkshire 20%, Humberside and East Yorkshire 14%, Cleveland and Durham 15% and 4% from Lancashire. Only a handful came from outside the region.

35 accidents in which motorcyclists (including pillion passengers) riding smaller machines (less than 125cc) were analysed.

- 12 of the accidents (34.3%) occurred within the City of York.
- The average age of these casualties was 20 years old, and two thirds of the accidents occurred in the home town of the rider.
Appendix D – Proposed Road Hierarchy

Introduction

There is already a national system of road classification based on the Motorway, A, B, C and unclassified roads. This system is based upon an assessment of the importance of a route but does not take account of the surrounding road environment and as a result there is no distinction between rural and urban routes. This is an important consideration for an area such as York and North Yorkshire with a substantial rural road network as well as a wide range of urban areas ranging from villages to the City of York.

The aim of the road hierarchy is to introduce a system of categorising roads within York and North Yorkshire that will compliment and support existing well established hierarchies, such as those for the City of York and the National Parks. It will seek to help ensure that there is consistency in the type of engineering measures that are installed on roads in the area subject to environmental considerations, such as where roads pass through conservation areas or protected landscape. This will help improve road users’ understanding of why particular measures have been selected and it will also give other partners such as the Fire and Rescue service and the Ambulance service reassurance about the type of features to be expected on a particular route.

Current Situation in York and North Yorkshire

North Yorkshire County Council has recently developed a network and functional hierarchy system of classification as part of the initial work associated with the Transport Asset Management Plan. The hierarchy is seen as the foundation of a coherent and consistent maintenance strategy. The categorisation of each road in the network hierarchy is based upon traffic flows and a description of the road function in order to obtain a ‘base hierarchy’. Each road is given a category ranging from 1 to 4b. There are also classifications for footways and cycleways in the network hierarchy. Once allocated a category in the base hierarchy each road in the network is then subjected to an assessment using the functional hierarchy. The functional hierarchy is based upon the function of the road e.g. a main access route to a school or hospital. It is intended to review the classifications of each road annually.

The City of York adopted a road hierarchy system of classification in 1996 as part of its Speed Management Plan. This system has recently been reviewed and recommended no change. All roads in the City of York area are divided into three categories depending upon their function. The three categories are traffic routes, mixed priority routes and residential areas. Traffic routes are busy main roads that are important for bus operators and the emergency services. Mixed priority routes are important for traffic distribution but go through areas where slower speeds are appropriate such as villages or near schools. Target speeds are assigned for each type of route with higher speeds being accepted on traffic routes than residential areas or mixed priority routes.

Different types of engineering treatments are considered appropriate for each of the road categories. Measures such as traffic islands, cycle lanes and other ‘horizontal measures’ are considered appropriate for traffic routes whilst road humps are only to be considered in exceptional circumstances and only then when agreed with the emergency services. Vertical measures such as road humps in places where there are safety concerns such as near shops, schools and play areas. Residential areas are allowed to have a much wider range of calming measures and home zones are encouraged as part of new housing developments.

Both the North York Moors and Yorkshire Dales National Park Authorities have established road hierarchies as a central part of their transport strategies in order to safeguard and enhance local and recreational access at the lowest possible environmental cost. Both contain six categories covering all roads in the Park and aim to fit traffic to the existing road network in the most appropriate way. The categorisation is based upon six categories of road ranging from category 1 roads that link main centres of population such as the A19 and A65 through to category 6 unmetalled roads such as access roads of historic importance. A description of the typical types of traffic considered suitable for each road category is also given.

The Highways Agency is responsible for the trunk road network. This network includes most motorways and some parts of the primary route network that are of national or regional importance. Through a programme of trunk road route management strategies (RMS) the Highways Agency is seeking to produce improvement strategies covering all roads in the trunk road network. RMS have already been published for A64 and M62 in North Yorkshire. Managing Agent Contractors use RMS Action Plans to inform their programmes of improvements. Some trunk roads have been designated as ‘non-core’ and have been or are in the process of being transferred to local highway authority control. Within North Yorkshire these include A19 (part), A1237, A63, A629, A65 and A59.

Current Guidance and Best Practice

Within urban areas the practice of establishing an urban road hierarchy is relatively well established. The categorisation of roads into categories based upon the function of the road promotes greater consistency in the application of engineering measures and gives road users a clearer understanding of the rationale behind these measures. The urban road hierarchy would normally form the basis of a speed management strategy for the area. The generally accepted approach is to categorise roads into one of three categories and these are normally traffic routes, mixed priority routes and residential routes. City of York as already discussed earlier has employed this type of system.

The development of a rural road hierarchy, in comparison to urban road hierarchies, is relatively recent development. The Department for Transport (DfT), as part of the review of the existing speed limit guidelines commissioned some research into the possible development of rural road hierarchies. The outcome of this research work has been incorporated into the new draft speed limit guidelines that were published for consultation purposes in December 2004. The consultation period ended in February 2005 and the DfT are considering the comments that have been received. DfT have stated that they expect to publish the new speed limit guidelines in the summer of 2005.
The new draft guidelines recommend introducing a rural road hierarchy as part of a rural speed management strategy based upon a two-tier categorisation system. The principle behind the system is that rural roads are classed as upper or lower tier based upon the function of the road and that a balance is struck between safety and mobility. Upper tier roads have a mainly traffic distribution function and provide links between centres of population and other traffic generators. They would tend to be all A and B classified roads in the rural road network. The emphasis on these routes is to ensure the safe and efficient movement of traffic in order to encourage motorists to use these routes for the majority of their journey and not to divert onto other less acceptable routes. Careful consideration needs to be given where these routes pass through villages to meet the needs of pedestrians and other vulnerable road users. Lower tier roads perform mainly a local or access function within the rural road network. They link settlements to the upper tier road network and provide access to local facilities and therefore will have higher numbers of vulnerable road users. These lower tier roads would typically be made up of the C classified and unclassified roads. Measures on these routes should seek to address the needs of vulnerable road users.

The new draft guidelines suggest that speed limits on upper tier roads should be either the national speed limit (60mph for single carriageway road and 70mph for dual carriageways) or 50 mph. It is also suggested in the new guidelines that speed limits on the lower tier road network where the accident rate is below certain levels should be either 50mph or 40mph. There is a concern that this could lead to an unnecessary number of 50 and 40 mph speed limit repeater signs under current signing regulations. This is an issue of significant concern in a rural area such as North Yorkshire with two national parks and a number of Areas of Outstanding Natural Beauty.

Proposed Road Hierarchy

A road hierarchy for York and North Yorkshire needs to recognise the differences between urban and rural road networks and it is therefore recommended that the road hierarchy be sub-divided into a system for rural roads and a system for urban roads.

It is recommended that a two tier system of categorisation be used for the rural road network in line with the new draft DfT speed limit guidelines. Roads would be categorised as upper or lower tier depending upon their function and use. Upper tier roads have a mainly traffic distribution function and provide links between centres of population and other traffic generators whilst lower tier roads perform mainly a local or access function within the rural road network. They link settlements to the upper tier road network and provide access to local facilities and therefore will have higher numbers of vulnerable road users. Villages would require special consideration regardless of which classification of route passed through them. Table A shows how the proposed rural road hierarchy classification system would complement the existing North Yorkshire County Council, City of York, North York Moors National Park and Yorkshire Dales National Park classification systems as well as the Highways Agency Route Management Strategies.

A three tier system of classification, the same as that employed successfully by the City of York, is recommended for urban road networks. All roads in the urban areas would be allocated into one of three categories depending upon their function. The three categories are traffic routes, mixed priority routes and residential areas. Traffic routes are busy main roads that are important for bus operators and the emergency services. Mixed priority routes are important for traffic distribution but go through areas where slower speeds are appropriate such as villages or near schools. Residential routes have either a sole or predominantly residential use. Table B shows how the proposed urban road hierarchy classification system would complement the existing North Yorkshire County Council, City of York, North York Moors National Park and Yorkshire Dales National Park classification systems as well as the Highways Agency Route Management Strategies.

The Way Forward

It is recognised that the resource implications of introducing the proposed road hierarchy must be kept to a minimum and it is therefore recommended that the development of the hierarchy should be incorporated into existing work programmes wherever possible. For example, the establishment of the hierarchy in a particular urban area could be done as part of the introduction of a town centre traffic management strategy. A rural route would be assessed as part of route safety study in line with the recommendations in the draft speed limit guidelines that local authorities should concentrate on the areas with the worst problems first. It is anticipated that over the life of the next Local Transport Plan (2006 to 2010) the road hierarchy would gradually develop until all routes were covered.
### Table A - Rural road hierarchy

<table>
<thead>
<tr>
<th>Proposed Hierarchy Category</th>
<th>Existing Road Hierarchy Classification Systems</th>
<th>CoY Category</th>
<th>North Yorkshire Moors and Yorkshire Dales National Parks HA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upper tier</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Motorway</td>
<td>Not applicable</td>
<td>Linking main population and activity centres to the national network.</td>
</tr>
<tr>
<td>2</td>
<td>Strategic Route</td>
<td>Trunk and some Principal &quot;A&quot; roads between Primary Destinations</td>
<td>Trunk roads including motorways and some A roads of national or regional importance.</td>
</tr>
<tr>
<td>3a</td>
<td>Main Distributor</td>
<td>Major Urban Network and Inter-Primary Links, Short-medium distance traffic.</td>
<td>Providing links between centres of population, activity centres and the higher level network.</td>
</tr>
<tr>
<td>3b</td>
<td>Secondary Distributor</td>
<td>B and some C class roads. Some unclassified urban bus routes carrying local traffic with frontage access and frequent junctions.</td>
<td>Providing links between smaller settlements, activity centres and the higher level network.</td>
</tr>
<tr>
<td>Lower tier</td>
<td>Link Road</td>
<td>Roads linking between the Main and Secondary Distributor Network.</td>
<td>Not applicable</td>
</tr>
<tr>
<td>4a</td>
<td>Local Access Road</td>
<td>Roads serving limited numbers of properties carrying only access traffic</td>
<td>Linking other centres with the higher level road network.</td>
</tr>
<tr>
<td>4b</td>
<td></td>
<td>Traffic Routes or Mixed Priority routes</td>
<td>Providing access to individual properties.</td>
</tr>
<tr>
<td>5</td>
<td>Access Roads</td>
<td>Traffic Routes or Mixed Priority routes</td>
<td>Access roads often of historic importance</td>
</tr>
<tr>
<td>6</td>
<td>Unmetalled Roads</td>
<td>Traffic Routes or Mixed Priority routes</td>
<td></td>
</tr>
</tbody>
</table>

Measures such as junction improvement schemes, improved signing and lining, segregated vulnerable road user facilities and bend re-alignment would normally be considered appropriate on upper tier roads subject to environmental considerations. Lower tier roads would be categorised by lower speed limits, carriageway narrowing, improved pedestrian facilities and measures to accommodate other vulnerable road users taking into account their environmental impact. Lower tier roads would also cover quiet lanes which require different management methods. Villages, conservation areas and protected landscapes would require special consideration regardless of which classification of route passed through them.
## Table B - Urban road hierarchy

<table>
<thead>
<tr>
<th>Proposed Hierarchy Category</th>
<th>Proposed Hierarchy Classification Systems</th>
<th>Existing Road Hierarchy Classification Systems</th>
<th>CoY No.</th>
<th>North Yorkshire Moors and Yorkshire Dales National Parks HA</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYCC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Category</td>
<td>General Description</td>
<td>Description</td>
<td>Category</td>
<td>Function</td>
</tr>
<tr>
<td>Not applicable</td>
<td>Motorway</td>
<td>Not applicable</td>
<td>Not applicable</td>
<td>Linking main population and activity centres to the national network.</td>
</tr>
<tr>
<td></td>
<td>Strategic Route</td>
<td>Trunk and some Principal &quot;A&quot; roads between Primary Destinations</td>
<td>2</td>
<td>Providing links between centres of population, activity centres and the higher level network.</td>
</tr>
<tr>
<td>Traffic Routes</td>
<td>Major Urban Network and Inter Primary Links. Short medium distance traffic.</td>
<td>Traffic Routes</td>
<td>3a</td>
<td>Not applicable</td>
</tr>
<tr>
<td>Traffic or Mixed Priority</td>
<td>B and some C class roads. Some unclassified urban bus routes carrying local traffic with frontage access and frequent junctions.</td>
<td>Traffic Routes or Mixed Priority routes</td>
<td>3b</td>
<td>Linking other centres with the higher level road network.</td>
</tr>
<tr>
<td>Residential roads</td>
<td>Roads serving limited numbers of properties carrying only access traffic</td>
<td>Residential roads</td>
<td>4a</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>4b</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>5</td>
<td>Providing access to individual properties.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>6</td>
<td>Access roads often of historic importance</td>
</tr>
</tbody>
</table>

Traffic islands, cycle lanes and other "horizontal measures" would be considered appropriate for traffic routes and road humps are only to be considered in exceptional circumstances and only then when agreed with the emergency services. Subject to environmental considerations, speed cushions and other bus-friendly measures are acceptable on mixed priority routes along with vertical measures such as road humps in places where there are safety concerns such as near shops, schools and play areas. Residential areas can have a much wider range of calming measures and home zones are encouraged as part of new housing developments and regeneration schemes.
Annex D
Shared Priorities Initiative

March 2006
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Shared Priorities Initiative

Toolkit of measures

Introduction

The measures included in this annex are divided up into the four Shared Priorities for Transport. A short explanation follows the measures showing how each one contributes to the Shared Priority to which it refers. The Council’s Environment Objective which includes the Shared Priority for Air Quality, includes impacts such as noise and climate change. 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.

Whilst the toolkit focuses on meeting the Shared Priority for Transport, it is important to recognise that it is also intended to contribute towards the other LTP2 objectives. This is illustrated in Table 1, with the impact matrix showing the extent to which each measure contributes to the Shared Priorities and LTP2 objectives. Further, in order to demonstrate the linkages between the high level strategy components referred to in Chapter 2 of the LTP [paragraph 2.10 and figure 2.3] and the more focussed measures explained in this Section, an additional matrix is included in this annex [Table 2 page 24], to illustrate the interaction between strategy components and toolkit measures.

The following sections detail the measures available to the Council to address the location specific problems that will be identified through the individual Service Centre Transportation Strategies, as well as more strategic problems identified at a countywide level; details of which are included in Chapters 4 to 6 of the LTP. A targeted approach will be adopted, with an appropriate combination of measures selected for each service centre.

Each Shared Priority toolkit does not necessarily provide an exhaustive list of measures. We recognise that through innovation and progress, additional measures will become available during the life of LTP2, and it should not therefore be presumed that any measure not included from this toolkit is precluded from future use.

Value for Money and Integration

One of the corner-stones of LTP2 is that it should identify ‘the best value for money solutions’. The DfT in its LTP2 Guidance defines this as “the most rapid overall progress towards the full range of local targets and objectives per unit of spending”. A key element of ensuring best value for money solutions is to move the emphasis on improving transport provision away from providing new infrastructure and services towards making better use of the existing infrastructure and services.

Taking this into account, maximum use will therefore be made of soft (Smarter Choices) type measures as a way of achieving this objective. Through the development of the Service Centre Transportation Strategies in particular (See Chapter 4), they will be combined with harder measures to ‘lock in’ the benefits of freed up road space, in order to achieve wider objectives such as healthier lifestyles, fewer carbon emissions and long term modal shift. Moreover, since ‘Smarter Choices’ type measures are going to form an important element within a range of different strategies throughout the life of LTP2, more detail can be found on the specific contributions in the following chapters:

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Location in LTP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessibility Planning</td>
<td>Annex B</td>
</tr>
<tr>
<td>Service Centre Transportation Strategies</td>
<td>Chapter 4</td>
</tr>
<tr>
<td>Sustainable Tourism</td>
<td>Annex J</td>
</tr>
<tr>
<td>Congestion and Air Quality Action Plan</td>
<td>Daughter Document</td>
</tr>
<tr>
<td>Cross Boundary Travel Action Plan</td>
<td>Daughter Document</td>
</tr>
<tr>
<td>Passenger Transport</td>
<td>Annex E and F</td>
</tr>
</tbody>
</table>

This change in emphasis from the first LTP has been adopted in LTP2. This chapter sets out the type of measures we can use to deliver the shared priorities with the emphasis and priority being placed on measures to promote and facilitate increased and more efficient use of existing transport infrastructure and services. New infrastructure and services will therefore only be provided where existing provision is insufficient. The order in which the measures have been placed under each Shared Priority broadly reflects the higher priority placed on those measures that seek to make best use of existing infrastructure and services.

Whether improving existing transport provision or making new provisions it is essential when considering which measure is the most appropriate that a wide view of all the Shared Priorities and LTP2 Objectives is taken. This is needed to ensure that the toolkit measures selected do not adversely impact on, and ideally make a positive contribution to, all objectives.

Many of the measures set out overleaf are included in more than one shared priority toolkit. This integration of measures across toolkits should allow the selection of a measure that benefits more than one of the shared priorities. Careful selection of the toolkit measures should assist in achieving value for money as defined above.
Accessibility Toolkit Measures

Whilst improving transport services, particularly alternatives to the private car, is an important element of improving access to the Key Services (Education, Health, Food, Employment, Recreation and Tourism) in the longer term, it is likely that measures aimed at improving the local delivery of these Key Services will become increasingly important. Although we have expanded the definition of Accessibility to include access to recreation and tourism, the sustainable tourism measures, which have been developed to address this particular need, have not been included in the Toolkit. This is because the Accessibility Toolkit measures are aimed primarily at meeting the Shared Priority for transport, and whilst access to recreation and tourism is a local priority, it does not form part of the formal definition. Nevertheless, to aid clarity, appropriate toolkit measures have been included in the Sustainable Tourism annex to illustrate the types of outcomes that will be achieved when they are implemented. See Annex J for further details.

As stated above, transport improvements will particularly concentrate on reducing the need to travel and providing alternatives to the private car. People with access to a private car generally have relatively few problems in gaining access to the Key Services. Many of the measures in the Accessibility Toolkit therefore aim to increase the availability of local service provision. The measures also aim to improve the attractiveness of other modes of transport. For longer journeys the main mode of transport for those without access to a car will be public transport. This includes conventional bus services, community transport services, rail services and transport provided by the Key Service providers (e.g. school buses, patient transport services). For shorter journeys, we recognise that walking and cycling can provide a real alternative to the motor car, and the toolkit measures reflect this.

In the longer term by incorporating the principles of accessibility into Local Development Frameworks and the granting of planning permissions, it will be possible to make improvements to the delivery of the Key Services and in so far as we can, to increase the likelihood that new residential development is located where the Key Services are accessible.

The Accessibility Toolkit Measures are listed below:

1. To integrate bus, rail and community transport services more effectively.

   This includes improved co-ordination, through ticketing and improved frequencies.

   Since it is not always possible to provide direct journeys, especially from rural areas, we will aim to widen travel choice by ensuring ‘seamless’ transfers, and better co-ordination across the range of transport services provided. Making through ticketing available between operators and modes and across the County boundary widens travel choice, improves efficiency through reduced journey times and helps remove some of the barriers which inhibit greater use of public transport. This is especially important for more remote communities, which traditionally suffer from infrequent and unconnected services.

2. To improve the availability and quality of local bus service information.

   This involves expanding where and how information can be accessed, and refers to both printed and electronic information. This includes traditional timetables, SMS mobile phone text messaging and real time information at bus stops. Accurate, timely and reliable information which is simple to understand and tailored to different types of user, is essential to building passenger confidence. This will enable existing users to better plan their journeys and should encourage new patronage. This measure also includes encouraging service providing agencies [e.g. Health Services] to take account of their clients’ transport needs, and possibly make timetable information available when making appointments.

3. To encourage more dual use of transport.

   There is currently little dual use of patient/client transport by the health service, education and social services. Building on the Community Transport Strategy and similar initiatives, we will further improve service co-ordination across agencies and areas of responsibility. This is entirely consistent with the efficiency objective, not least by freeing up and making more vehicles available to provide more transport for other patients/clients. The greater availability of vehicles will improve the accessibility of services for customers in other remote parts of the County.

4. To implement the Community Transport Strategy, which will include amongst other initiatives:

   - Transport leasing schemes
   - Car clubs
   - Demand responsive services

   This will address the diverse range of needs of people who are unable to transport themselves to health and other appointments.

   In view of the important role that volunteers play in transporting disadvantaged groups, it is important that there is greater consistency in training, more secure funding mechanisms and better co-ordination between the groups to ensure greater availability of drivers for any commission [health, social services etc] for which they have the necessary training.

   Addressing these problems will ensure best use of existing services, improve efficiency and critically, it will build capacity within, and secure the future of, volunteer transport in North Yorkshire. This in turn will improve the long term accessibility of hard to reach and disadvantaged groups across the County.

5. To encourage mobile delivery of services.

   Bringing services to the customer will make them more accessible to the outlying smaller settlements where public transport may not be so readily available. For example, we are investigating opportunities for co-ordinated food deliveries to rural locations and the potential for local shops to act as portals for larger retailers like supermarkets.
For those services that require personal interaction such as consulting the family doctor or attending a clinic for ongoing treatment, the Council, in partnership with the PCTs and other service providing agencies, will investigate ways in which the service could be delivered more locally to the customer.

6. To facilitate the roll out of high speed broadband connections across the County.

The Council has invested heavily in modern ICT communications links through the development of a Wide Area Network (WAN) for its own internal business needs; this network is also used by other public sector bodies in the area. However, the County Council is also leading, with the support of various regional agencies, the development of a next generation high speed broadband network that will be available to the public, private and commercial sectors. The procurement process for this is underway with anticipated roll-out and service availability in late 2006.

By providing an infrastructure platform to meet the future needs of the Council to deliver e-government, and being one of only a handful of Councils in the country to develop a strategic alliance with the private sector to do this, the County Council intends to ensure that both urban and rural communities across North Yorkshire should benefit from the availability of high speed broadband connections.

Through research commissioned by NYCC from the University of Gloucester, the roll out of high speed broadband connections is likely to facilitate increases in internet usage and home working, and specifically:
- Teleworking
- Teleconferencing
- home shopping (groceries, electronic goods etc)
- e-delivery of services (such as e-banking, NHS Direct etc)

This measure will provide a valuable contribution to a range of Shared Priority and LTP objectives. For example, it will support economic development especially in the more isolated settlements, and critically, less prosperous areas such as the coastal strip including Scarborough, Whitby and Filey. It will also impact positively on the accessibility agenda, providing access to essential services such as health, whilst at the same time reducing the need to travel.

In addition, the potential contribution it will make to reducing congestion should not be underestimated, particularly from rural areas, where it could help sever the link between economic prosperity and increasing personal mobility, such as longer distance commuting. This is already a particular issue for many of the principal service centres, and so represents a challenge for the Service Centre Transportation Strategies to address (Chapter 4).

Our research also suggests a hitherto unforeseen additional benefit, in that the existence of more home-based workers (as opposed to commuters), may also lead to the creation and retention of rural services (eg local shops). It could also increase levels of ‘social capital’ in local communities, with professional relatively flexible and time free workers looking for involvement with their local community.

However, whilst these benefits may be clear, our research suggests that in relation to home shopping, the evidence remains inconclusive, with some concern over the potential for trip substitution and an increase in ‘White Van Man’ deliveries. The Council therefore intends to monitor the growing evidence base in this area closely.

7. To further develop community rail partnerships.

The Esk Valley line has been included as a pilot for the SRA’s Community Rail Partnership project. Projects of this nature ensure the continuation of key services and have real value in improving accessibility by connecting isolated communities. They widen travel choice, with local stations acting as hubs for connecting public transport services, therefore increasing the viability of local rural bus services. This measure has the added advantages of improving the local environment, contributing to the local economy and supports sustainable tourism.

8. To carry out personalised travel planning.

By adopting a targeted approach at the areas of highest social exclusion, we will develop personalised travel plans aimed at improving accessibility for those groups in most need.

9. To introduce 5 minute walking zones around schools and 15 minute cycle zones around stations in North Yorkshire.

A key indicator of accessibility is the ability to access key services within a certain time. The zones will help identify the target market for healthy mode promotions and with the more general analysis of sustainable access to communities. This would include amongst other things, the encouragement of large employers and hospitals to promote isochrones. Implementation of an automated isochrone plotting procedure will help inform this process.

Identifying and promoting walking times to major attractors will encourage walking and cycling but also encourage residents (and it is hoped, suppliers) to question the levels of basic provision within those zones.

10. To work with the Police and other agencies to remove the physical impediments to people walking and cycling.

Physical obstructions like illegally parked cars, skips or inappropriately placed street furniture are more than just a nuisance for pedestrians and cyclists. They can result in people having to make unnecessary diversions and can also represent a significant road safety hazard, particularly for vulnerable groups like children and the elderly. Removal of such barriers and other street clutter improves accessibility and road safety, reduces pedestrian delay and creates a more pleasant and secure local environment which can reduce the fear of crime and contribute to an improved quality of life.
11. To ensure that all new land use developments are accessible.

New developments generate significant numbers of new trips, and as such represent a key opportunity to effect modal shift. Maximum use of the development control and planning process will therefore be made to ensure that walking, cycling and public transport become real alternatives to the motor car. This can be achieved by:
• ensuring that suitable facilities are available for pedestrians, cyclists and public transport
• through locating development appropriately to minimise the need to travel.

12. To require Accessibility Assessments for new major developments.

Through Local Development Frameworks, District Planning Authorities will be identifying areas for development. There is a need for the accessibility of such sites to be assessed. Following discussions with the Planning Authorities, it has been agreed that proposals for major developments providing services and/or employment will be assessed using the Accession software to give an indication as to whether they are located appropriately in terms of access through the use of sustainable transport. For residential development, the Accession software will give an assessment against each of the ‘core’ services to allow an Accessibility Index for each location to be determined, which will guide our recommendations with regard to future planning applications. This will consider the provision of measures to offset access difficulties such as additional bus routing for example.

13. To promote cycle and pedestrian facilities by producing leaflets and maps showing routes and facilities available. This will include the signing of key pedestrian and cycle routes.

The material will highlight key locations like schools and doctors’ surgeries, as well as providing information on health, financial and other benefits alongside the need for the reduced use of private cars.

Maps produced will raise awareness of the pedestrian and cycle network and should enable users to select the most convenient and direct routes available. They will be made available in formats that are accessible to different user groups. Dissemination of the maps and leaflets should be through outlets that are accessible to a wide range of potential users.

Appropriate signing of pedestrian and cycling routes, including distances to key destinations, will make these modes a more attractive option, especially when combined with behavioural change initiatives. Signing will include schools and colleges, town centres, industrial estates and public buildings, highlighting the possibility of walking instead of travelling by motor vehicle.

14. To consider the relationship between transport improvements and their surroundings.

‘Urban design’ describes the increasingly important discipline that examines relationships between movement, activity and the space between buildings. There is an emerging consensus that it can play a key role in influencing the levels of walking and cycling.

We will help inform the planning system, to give consideration to urban design principles, for new and existing developments, and will give due consideration to these principles in the implementation of particular toolkit measures, and in the development of the Service Centre Transportation Strategies. In so doing, we will use the ‘five Cs’ [London Planning Advisory Council] as a basis for action:
• Connected - do pedestrian and cycle routes lead to where people actually want to go?
• Convenient - are they direct and are crossings easy to use?
• Convivial - are routes attractive, well lit, safe?
• Comfortable - are barriers removed and is the path of good quality and well maintained?
• Conspicuous - is it easy to find and follow a route?

15. To introduce low floor easy access buses combined with raised kerbs.

To meet our wider accessibility objectives, it is essential that public transport is made physically more accessible. We will achieve this by working with public transport operators to remove the physical barriers to using public transport.

16. To introduce CCTV at all bus stations and at identified high risk bus stops.

Personal safety is a key factor for people choosing to use public transport. We will continue to install CCTV at bus stations, and we plan to extend this to bus stops where personal safety has been identified as a problem.

17. To improve the ride quality of the carriageway, footway and cycleway surfaces.

The condition of footways and cycle routes [e.g. cracked pavings, potholed surfaces etc] is often an impediment to walking and cycling. We will continue to monitor the condition of carriageway, footway and cycleway surfaces and ensure that wherever possible they are maintained to an appropriate standard.

18. To maintain, upgrade or create local rights of way to (in priority order):
• Improve access to key services
• Provide a local recreational facility for residents
• Facilitate and encourage sustainable tourism

Rights of way form an integral part of the highway network, and in particular can provide useful links for rural communities, often forming a more direct and safer alternative to local services than the existing road/footway. This is especially important for those without access to a motor car.
They can also form an important recreational facility for local people. The rights of way network is an important attractor of visitors from outside of the County, and since tourism is a key economic driver in North Yorkshire, it is important that selected rights of way are improved to make them more accessible to all users for walking, cycling and horse riding.

19. **To improve key rural pedestrian and cycle routes to connect settlements.**

This will include provision of new pedestrian and cycling facilities either within the existing highway corridor or creation of new corridors. When planning cycle routes, other vulnerable road users, in particular horse riders will be considered to ensure that they are not disadvantaged by the creation of such facilities.

A connected network of routes linking neighbourhoods and communities with key local services will improve the ease with which they can be reached, so reducing the need to travel, especially by car, and importantly, benefiting those without access to a motor car.

20. **To enhance and add to the existing ‘urban’ pedestrian network; (particularly high quality pedestrian access to main shopping centres and public transport interchanges).**

This will include an integrated package of measures ranging from a dropped crossing to the introduction of Puffin crossings and provision of new pedestrian routes.

Walking often forms the beginning or end of a journey by bus or train, it is therefore essential that pedestrian needs are considered at key interchange points. By making the transition from one mode to another as seamless as possible, improved pedestrian links to transport interchanges will allow better access to jobs and services.

Improved interchange facilities will also reduce the barriers that would otherwise discourage mobility impaired groups in particular from using the interchange. Such groups are often those who have reduced transport options, and therefore have little choice but to use public transport.

A connected network of routes available for pedestrians will also improve access to key local services. Public rights of way that form part of any key transport network will also be included.

21. **To create a safe and convenient network of cycle routes in the ‘urban’ areas of the County.**

Creation of a connected network of routes available for cyclists will improve the ease with which employment, health care, retail and leisure facilities can be accessed, not only for those without access to a motor car, but also for people that want to choose a healthier and more sustainable alternative.
The following measures also make a positive contribution to improving accessibility. However, since they are aimed primarily at contributing to other elements of the Shared Priority, a more detailed explanation can be found in the appropriate section of this Annex.

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<thead>
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<tr>
<td>To open new railway stations</td>
<td>Congestion</td>
</tr>
<tr>
<td>To continue to address traffic calming schemes</td>
<td>Safer Roads</td>
</tr>
<tr>
<td>To continue to introduce 20mph zones</td>
<td>Safer Roads</td>
</tr>
<tr>
<td>To carry out an [experimental] Quiet Lanes scheme</td>
<td>Safer Roads</td>
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</tbody>
</table>
Safer Roads Toolkit Measures

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 therefore seek the use of appropriate education and enforcement measures before implementing any engineering solutions. These measures are often targeted at particular high risk groups such as motorcyclists, 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.

The Safer Roads Toolkit measures are listed below:

1. **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. These activities provide a valuable means of accessing this ‘hard to reach’ group of road users with road safety messages that are delivered by their peers in a way that they can connect with. The current programme of plays has been expanded.

2. **To continue to supply road safety materials and events for schools.**
   
   We will continue to make revenue funding available to supply road safety resources and materials for schools through our locally based Road Safety Officers. We plan to increase the number of Road Safety Officers from 4 to 7 which will further extend our reach into the local community (see Chapter 8 of the LTP). Our Junior Road Safety Officer (JRSO) scheme is also becoming very successful in helping us to deliver road safety messages to more schools and keeping the issue high on the school’s agenda. The Year 6 pupils, who act as the JRSOs, are constantly devising new activities within their own school communities.

3. **To further improve the safety and quality of school transport services.**
   
   We have developed a programme of driver and escort training for school transport services and we plan to extend this to include customer care, essential safety checks and vehicle maintenance techniques.

4. **To carry out seatbelt awareness campaigns for school transport services.**
   
   We have identified that pupils on school buses rarely wear seatbelts. A campaign aimed at pupils on contracted services will be introduced aimed at reinforcing a culture of seatbelt wearing whilst on the bus to school.

5. **To continue and enhance the Seat Belt Enforcement and Education Campaign aimed at improving in-car safety.**
   
   Through the current Local Public Service Agreement (LPSA) we are carrying out a programme of education and enforcement activities at selected schools throughout the County designed to increase the number of children wearing seatbelts while travelling by car. The work 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.

   The seat belt enforcement and education campaign is a key tool to help us achieve our stretched target to reduce child killed and seriously injured (KSI) casualties by 60% by the end of 2010. It will also play a key role in achieving our newly adopted ‘95 Alive’ target to reduce fatalities by one third by the end of 2010 compared with the 1999 to 2003 baseline average.

6. **To continue annual programmes to educate, publicise and train the public on road safety issues, especially:**
   
   - Motorcyclists
   - Young drivers
   - Car occupants [especially child car occupants]

   All road safety Education, Training and Publicity activities help us work towards the 2010 casualty reduction targets as well as our more general road safety aim to positively influence road user attitudes and behaviour. Through working with our partners we are able to deliver road safety messages to a much wider audience. It is expected that through the new York and North Yorkshire Road Safety Partnership ‘95 Alive’ we will widen our coverage even further through closer working with other partners such as the Health Authority Primary Care Trusts.

   Initiatives such as child pedestrian skills training are also targeted at the most socially deprived wards in the County.

   This measure will also include cycle training. The Cycling Awareness Programme (CAP) in North Yorkshire is provided through a network of volunteers. The importance of cycle training is recognised and the County Council intends to continue to provide cycle training. The ‘95 Alive’ road safety strategy will consider ways in which evaluation can be provided in order to gain a clear understanding of the benefits of cycle training.

   A reduction in accidents can also benefit network efficiency as less accidents means fewer unplanned delays which is particularly important on a rural road network such as that found in North Yorkshire.
7. To continue to carry out Child Car Seat Checks.

We know that the rate of seat belt and child restraint use in cars in North Yorkshire is relatively low, with the lack of seat belt/child restraint use the third largest contributory factor in fatal accidents. Further analysis demonstrates that child car occupant casualties aged between 0 and 4 years are over represented in fatal accidents on the County's roads.

In light of this we plan to continue to make revenue funding available to carry out public child car seat checking events in partnership with the Fire and Rescue Service and local Community Safety Partnerships, and to offer additional training to them in order to expand coverage across North Yorkshire.

8. To continue to support schemes to improve driving standards.

The ‘Pass Plus’ scheme has the potential to improve the driving skills of new drivers beyond the basic standards necessary to pass the driving test. We will also continue to support existing offender rehabilitation programmes.

The schemes are promoted through our education network and we are always looking at ways of encouraging membership. The ‘95 Alive’ strategy partners recognise the importance of North Yorkshire Police’s Driver Improvement Scheme and will consider its expansion to cover speed awareness once the national standard has been issued.


Quiet lanes are rural routes used by all road users but where priority is afforded to vulnerable modes such as walking, cycling and equestrian users. We are currently carrying out an experimental scheme of Quiet Lanes and this will help inform future decisions on this issue.

10. 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.

This measure has close links to the school travel plan process, and priority is given to those schemes targeted at locations that will contribute most effectively to the 2010 casualty reduction targets and the wider objectives of LTP2.

11. To increase the number of permanent Vehicle Activated Signs.

These signs display a warning message to approaching motorists exceeding a pre-set threshold speed. They are used only in locations where there is an accident problem associated with inappropriate or excessive speed that cannot be addressed using more conventional safety measures.

Use of this valuable tool will help contribute directly towards achieving our 2010 casualty reduction target including the recently adopted ‘95 Alive’ target.

12. To continue to support the local Community Safety Partnerships with their programmes of Mobile Matrix Speed Message Sign deployment.

Mobile matrix speed message signs are mobile vehicle activated signs that display a warning message to approaching motorists travelling above a pre-set threshold speed. The signs are deployed within towns and villages and display the posted speed limit and an associated SLOW DOWN message. The signs are able to collect speed data and quarterly performance monitoring reports are produced to assess the effectiveness of the sign deployment.

These matrix signs are an effective way of reacting quickly to local concerns about speeding issues. The deployment of the sign at a site could, in certain circumstances, also be the pre-cursor to the introduction of a permanent VAS [see measure above].

13. 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 and contribute to achieving the 2010 casualty reduction targets. Schemes range from conventional traffic calming through to junction improvements and route strategies and are targeted at locations with the worst accident record.

As part of this process, we will carry out a three stage road safety audit process that will also include a cycle and pedestrian audit. We plan to extend this to all improvement schemes, including 20mph zones referred to below.

14. To continue to introduce Highway Improvement Schemes.

Schemes may range from modest signing and lining improvements up to the introduction of a new junction arrangement, set of traffic signals or full route strategies.

It is anticipated that they will be selected using the new prioritisation system discussed in chapter 6 and will be identified through either countywide analysis of the accident database or through the development of a Service Centre Transportation Strategy.

15. 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.
Vertical features remain the most effective means of reducing vehicle speeds but the use of such features is not always appropriate, particularly in rural villages located in the national parks or Areas of Outstanding Natural Beauty where environmental impact in the form of visual intrusion and noise are important concerns. We are already making use of the full range of toolkit measures such as countdown markings, rumble strips, rumblewave surfacing, chicanes, mini-roundabouts and other “horizontal” measures. The literature review carried out as part of the development of the new road safety strategy ‘95 Alive’ has considered the current developments in ‘second generation’ traffic calming which is a combination of traffic engineering and urban design and draws on the field of behavioural psychology. By removing controls, platooning of vehicles is controlled and speeding is reduced, since it encourages drivers to become more aware of their surroundings, so increasing concentration. We will continue to monitor developments elsewhere, particularly in Wiltshire and Norfolk, with interest and await further guidance from the Department for Transport before proceeding further with these types of initiative.

The following measures also make a positive contribution towards the Safer Roads objective. However, since they are primarily aimed at contributing to other elements of the Shared Priority, a more detailed explanation can be found in the respective sections of this annex, identified in the table below:

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Environment Toolkit Measures

The Council’s Environment Objective includes the Shared Priority for Air Quality. This Toolkit therefore 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

Other environmental impacts such as road accidents and pedestrian delay and danger are considered in detail under the different toolkits in this Annex, notably Accessibility, Congestion and Safer Roads.

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 the environmental impacts of traffic. However, the measures which will have most effect in reducing the environmental impacts of traffic are detailed below:

1. To work in partnership with other authorities and agencies to provide the public with information on highway disruption and diversionary routes

   Traffic pollution is a particular problem not only at high speeds. Air quality is also adversely affected by slow moving, stop start traffic. Improved traveller information, which provides details of planned events such as streetworks, can avoid unnecessary build-ups of traffic and the pollution that occurs.

2. To consider the relationship between transport improvements and their surroundings

   ‘Urban design’ describes the increasingly important discipline that examines relationships between movement, activity and the space between buildings. There is an emerging consensus that it can play a key role in influencing the levels of walking and cycling, and play a key role in reducing the visual intrusion effects and improving the aesthetics of transport provision.

3. To further develop freight quality partnerships [FQP]

   Freight Quality Partnerships have already proved an effective tool in addressing environmental impacts of road freight, like noise and severance. We will continue to develop the role of FQPs as a mechanism for engaging local communities in identifying solutions to these transport impacts.

4. To encourage the use of Freight Travel Plans [FTP]

   Through use of the planning process, FTPs provide the opportunity for developers to consider the environmental impacts of the proposed traffic that will be generated, and for sustainable solutions to be found. This may include special routing arrangements or the timing of deliveries to avoid peak traffic flows or school opening or closing times.

5. 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, we will introduce low noise road surfacing materials in order to mitigate the impact of noise on local communities.

6. To increase the use of ‘friendly fuels’ by all County Council vehicles and contract transport services

   We have an extensive network of contract transport services for schools, social services and local bus services. Our contracts with taxi services alone will account for over 5 million miles travelled each year. Through our tender process we will aim to increase the number of dual fuel vehicles to reduce exhaust emissions.

7. To introduce alternative and diversionary routes

   Traffic is one of the main sources of poor air quality and noise. At appropriate locations traffic management measures like alternative and diversionary routes that seek to re-route traffic from the parts of the network that suffer from poor air quality can have a beneficial effect. Care will be required however, to avoid displacing traffic and its impacts onto unsuitable routes.

8. 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 carbon dioxide, and can reduce traffic noise.

9. 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. This could range from a simple link within an urban centre to construction of a bypass to relieve a local community of congestion and associated environmental impacts of traffic.
The following measures also make a positive contribution towards the Environment Objective. However, since they are primarily aimed at contributing to other elements of the Shared Priority, a more detailed explanation can be found in the respective sections of this annex, identified in the table below:

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<tr>
<td>To carry out personalised travel planning</td>
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<td>Congestion</td>
</tr>
<tr>
<td>To facilitate from and disseminate best practice across the freight industry</td>
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</tr>
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Congestion Toolkit Measures

Congestion is not a major problem in most of North Yorkshire. However, in order to address isolated pockets of congestion, to ensure the problems do 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 majority of measures detailed below focus on the effect that modal shift will have on reducing the number of motorised trips and therefore on decreasing congestion. For measures where the objective is not modal shift, a suitable explanation is provided for how implementation of that measure will contribute towards reduced congestion.

The Congestion Toolkit Measures are listed below:

1. **To integrate bus, rail and community transport services more effectively.**
   
   Since it is not always possible to provide direct journeys, especially from rural areas, we aim to widen travel choice by ensuring ‘seamless’ transfers, and better co-ordination across the range of transport services provided. Making through ticketing available between operators and across the County boundary widens travel choice, improves efficiency through reduced journey times and helps remove some of the barriers, which inhibit greater use of public transport. This is especially important in urban areas, where there is most scope for reducing congestion.

2. **To develop Quality Bus Partnerships.**
   
   Partnership working with operators can deliver substantial improvements to service provision. The development of Quality Bus Partnerships improves the quality of the service provided, has been shown to increase patronage and encourage modal shift. High quality services that are frequent and reliable also improve accessibility to goods and services for those without access to a car.

3. **To encourage the use of School Travel Plans.**
   
   School Travel Plans are a package of measures designed to minimise road danger and reduce congestion, especially round the school gate, through reduced need to travel especially by car. In partnership with schools, parents and children we will implement an appropriate combination of the following measures:
   - 5 minute walking zones
   - Walking bus
   - Cycle parking
   - Special walking/cycling promotion days
   - Car share schemes
   - Special curriculum activities aimed at promoting active and healthy transport
   - Identification of local safety problems and implementation of remedial measures to reduce danger [e.g. 20mph zones, traffic calming, pedestrian crossings and cycle lanes].
   
   ‘Choice’ in education has the potential to work against key transport objectives, like reducing the need to travel. We will therefore consider school catchments in terms of their impact on transport.

   Through the School Travel Plan process, we also have close links with the Healthy Schools Initiative, which means that extra attention has been placed on schools in areas of high deprivation. This initiative will be continued through development of our Service Centre Transportation Strategies and accessibility analysis.

4. **To encourage the use of Green or Workplace Travel Plans for existing businesses and new developments.**
   
   We recognise the role Green or Workplace Travel Plans can play in wider policy integration in terms of linking transport with land use policy. In so doing, they provide a real opportunity for reducing the number of motor vehicle trips. We will encourage businesses to adopt appropriate combinations of the following measures:
   - Workbuses
   - Car share schemes
   - Encouraging tele-working
   - Secure cycle parking
   - Encouraging flexible working arrangements
   - Appropriate connectivity to existing footway, cycle routes and public transport networks and services.

5. **To carry out personalised travel planning.**
   
   The highly targeted approach of personalised travel planning has the potential to achieve tangible and sustainable reductions in motorised trips and sustained increases in walking and cycling.

6. **To introduce 5 minute walking zones around schools and 15 minute cycle zones around stations in North Yorkshire.**
   
   The introduction of Five Minute Walking Zones around schools and the identification of 15 minute access times by bicycle to stations in the County will provide a clearer picture of how far people can actually travel by non car modes, dispelling some of the myths over the length of time travelling by alternative modes can take.

7. **To implement a comprehensive customer focussed marketing plan for sustainable transport, with an emphasis on reduction of car use for short journeys.**
   
   A marketing plan for sustainable transport will determine how people’s needs for travel can be addressed without the use of the private car; particularly for shorter journeys. This targeted approach will take account of the results of behavioural change research and the motivations behind mode choice and selection. In this way, the most appropriate ‘marketing mix’ will be adopted to maximise the potential for modal shift, including detailed consideration of how, where and in what format information is provided.
8. To encourage mobile delivery of services.
   The provision of mobile services from local service centres to the surrounding hinterland can reduce the number and distance of journeys. The reduction in the number of trips reduces the potential for congestion.

9. To ensure that all new land use developments are accessible.
   New developments generate significant numbers of new trips, and as such provide a key opportunity to effect modal shift. Maximum use of the development control and planning process will be made to ensure that walking, cycling and public transport become real alternatives to the motor car. This can be achieved through ensuring that suitable facilities are available and locating the development appropriately to minimise the need to travel.

10. To promote alternatives to the motor car for longer distance journeys.
    This will include the promotion of bike buses and ‘bikes on trains’ where the facilities are available. However, promotion of cycling as part of a longer distance journey is only part of the answer. People will only choose to cycle to the bus or train if it is made as easy and convenient as possible. We will therefore continue working closely with public transport operators and infrastructure providers to ensure that the barriers to multi-modal transport are removed, in order to make the transition between modes as seamless as possible.

11. To work with the Police and other agencies to remove the physical impediments to people walking and cycling.
    DfT states nearly 25% of all trips are less than 1 mile, and 42% are less than 2 miles. The scope to reduce the number of motorised journeys, and by extension congestion is therefore significant. It is essential that barriers to walking, like illegally parked cars, skips or inappropriate street furniture are removed. This will entail effective partnership working with other agencies and use of powers granted through the Traffic Management Act to tackle obstructions on the highway and to take greater account of vulnerable road users.

12. To work in partnership with other authorities and agencies to provide the public with information on highway disruption and diversionary routes.
    This includes monitoring and publishing information about the performance and reliability of the network. Disruption from works on the highway can restrict access and reduce network efficiency, imposing undue time and monetary costs on the user, whether they be a motor car driver, pedestrian or cyclist. It also reduces overall network reliability, which in turn reduces the attractiveness of public transport.

13. To further develop freight quality partnerships [FQP].
    Freight is often the victim and not the cause of congestion. However, sensible re-routing of goods vehicle traffic, or appropriate re-timing of freight movements, can sometimes benefit hauliers and local communities alike.

14. To encourage the use of Freight Travel Plans.
    NYCC will where appropriate request companies to produce FTPs [including as part of a planning application] that illustrate their plans for the movement of freight. We will work with companies to ensure that freight journeys cause as little impact as possible. This may be by requesting hauliers to use certain routes or by travelling at certain times to avoid peak traffic flows or school opening or closing times. Minimisation of the impacts of freight movement can prevent goods vehicles moving through areas when congestion occurs and avoid sensitive areas at peak times.

15. To disseminate best practice across the freight industry.
    NYCC can identify organisations that have successfully implemented schemes and procedures that reduce congestion and the adverse impact of congestion. We can facilitate introductions and foster partnerships that allow that practical knowledge and expertise to be shared across a number of different companies and sectors. By actively working with academic institutions and leading industry figures we can also become a centre of knowledge on the movement of freight.

16. To promote local goods and services, where appropriate, in order to minimise the need to travel. This includes support for farmers markets and development of local supplier databases.
    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.

17. **To introduce alternative and diversionary routes.**
   At appropriate locations traffic management measures that include alternative routing arrangements that seek to re-route traffic either from planned works or parts of the network that are most congested can have a beneficial effect on congestion, air quality and journey time reliability. Care will be required, however, to avoid displacing traffic and its impacts onto less suitable routes that are unable to cope with the additional volumes, and which could therefore result in a worsening of the overall situation. In so doing, we will make maximum use of our network and functional hierarchies.

18. **To implement a lorry routing strategy.**
   Identification and dissemination to operators of a network of routes suitable for goods vehicle traffic will encourage freight traffic to use the most appropriate and efficient routes and, wherever possible, away from particular congestion hotspots.

19. **To manage on street parking through parking restrictions, residents parking zones, and where appropriate charging in both rural and urban areas.**
   Appropriate management of parking can ensure the free flow of traffic and discourage inappropriate car use, therefore contributing towards reducing congestion either across a whole area or on specific streets.

20. **To co-ordinate on and off street parking management with District Councils, National Park Authorities and where possible other providers.**
   Parking control as a demand management measure is significantly more effective when co-ordinated for the whole parking supply [on road and off road] in an area.

21. **To enhance and add to the existing ‘urban’ pedestrian network; (particularly high quality pedestrian access to main shopping centres and public transport interchanges).**
   A large number of journeys are less than 2 miles, and the more condensed patterns of activity in urban areas provide the opportunity for walking to be a real alternative to the motor car. For distances over 2 miles, since virtually every bus journey starts or ends with walking, this measure also has considerable potential to cut longer distance car travel.

22. **To create a safe and convenient network of cycle routes in the ‘urban’ areas of the County.**
   Improvement of the network within the urban area can encourage modal shift and reduce congestion.

23. **To introduce bus priority at key locations.**
   Bus priority improves the efficiency and attractiveness of public transport for passengers through improved journey time and journey time reliability. It is a key driver in achieving modal shift from car to bus.

24. **To increase rail capacity and improve services on key commuter routes.**
   Cross boundary travel, particularly commuter travel, to the West Yorkshire conurbation, Teeside and York is a major issue. Peak hour traffic flows to and from North Yorkshire contribute to congestion, impacting on journey times and accessibility, particularly into Leeds and Bradford. Although good rail links exist from Skipton, Harrogate and Selby there are issues around the differential cost of journeys into neighbouring authorities which results in lengthier car borne trips to stations over the North Yorkshire border. Capacity issues need to be resolved, if we are to maximise the role of rail in addressing accessibility and congestion issues.

25. **To improve rail links to reduce economic isolation.**
   We will work with partners to improve the rail links in North Yorkshire, in order to strengthen the economic viability of the County and to improve the regeneration of the coastal regions in particular.

26. **To pursue rail re-openings.**
   A number of feasibility studies have been undertaken across the County regarding the re-opening of rail lines. These are long term projects but offer a potential extension of the existing passenger transport network and can offer a number of potential benefits to the people of the County. The development and expansion of rail lines enables people in the local area to access rail hubs or stations and undertake passenger transport journeys rather than by the private car. If necessary further rail re-opening feasibility studies will be carried out.

27. **To open new railway stations.**
   Although our focus will be on making best use of existing infrastructure, where opportunities exist we will also introduce new rail stations on existing lines. Stations act as hubs for public transport providing a concentration of demand for other public transport services, taxis and private hire vehicles. They widen travel choice and reduce the distance that people need to travel in order to access the network, thus helping to reduce congestion and improve accessibility.

28. **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. This could range from a simple link within an urban centre to construction of a bypass to relieve a local community of congestion and the associated environmental impacts of traffic.
The following measures also make a positive contribution to reducing congestion. However, since they are primarily aimed at contributing to other elements of the Shared Priority a more detailed explanation can be found in the respective section of this annex identified in the table below.

<table>
<thead>
<tr>
<th>Measure</th>
<th>Details under:</th>
</tr>
</thead>
<tbody>
<tr>
<td>To implement the Community Transport Strategy</td>
<td>Accessibility</td>
</tr>
<tr>
<td>To improve the availability and quality of local bus service information [including real time information]</td>
<td>Accessibility</td>
</tr>
<tr>
<td>To facilitate the rollout of high speed broadband connections across the County</td>
<td>Accessibility</td>
</tr>
<tr>
<td>To improve key rural pedestrian and cycle routes to connect settlements</td>
<td>Accessibility</td>
</tr>
<tr>
<td>To continue to introduce Highway Improvement Schemes</td>
<td>Safer Roads</td>
</tr>
</tbody>
</table>
Economy Toolkit Measures

The Local Transport Strategy recognises that although transport in isolation cannot ensure a prosperous economy, good transport links are a vital ingredient in this (and for) the sustainability of our communities.

The Economy Toolkit therefore includes measures that contribute to a successful ‘North Yorkshire’ economy as well as more focussed measures designed to stimulate individual local economies.

1. **To implement the Community Transport Strategy, which will include amongst other initiatives:**
   - Transport leasing schemes
   - Car clubs
   - Demand responsive services

   We recognise that the lack of public transport provision, particularly in more remote areas, can act as a constraint on employers attracting and retaining suitably qualified employees as well as restricting the access to employment opportunities. By helping to secure such jobs, the provision of transport through community transport and other initiatives contributes directly towards sustainable and prosperous communities.

2. **To enhance and add to the existing ‘urban’ pedestrian network; (particularly high quality pedestrian access to main shopping centres and public transport interchanges).**

   Improved pedestrian links within service centres, in particular the main shopping areas, will enhance the vitality of our market towns and urban centres, so helping to create a safer and more pleasant environment, in turn encouraging more shoppers and tourism.

3. **To work in partnership with the Tourism industry to develop tourism without traffic through implementation of the Sustainable Tourism Guidelines.**

   Tourism is recognised in the Regional Economic Strategy as a driver for the regional economy. This is especially the case in North Yorkshire. However, we need to recognise that unrestrained tourism can damage the very environment which visitors to the County come to see. Through effective partnership working we have therefore produced Sustainable Tourism Guidelines which seek to facilitate the growth of tourism in North Yorkshire in a way that minimises the impact of traffic. See Annex J for more details.

4. **To implement a lorry routing strategy.**

   Whilst the focus will be on seeking to reconcile the needs of a growing economy with those of the environment, we must acknowledge the important role that road freight plays in the local economy, particularly in a rural County where relatively few opportunities for modal shift exist. More widely this measure will also seek to address the routing of more strategic road freight, given the significant volumes of freight that move throughout the County and across the region. Alongside community representatives and interest groups we will engage with neighbouring authorities on issues which require a regional approach.

5. **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 places ever greater burdens upon the existing transport network. Since there are five internationally significant ports to the north and south of the County and three regional airports [not including Manchester], the need for effective and sustainable links to these facilities is essential. See Chapter 5 of the LTP [Sections 5.4 and 5.5 for further details].

6. **To increase rail capacity and improve services on key commuter routes.**

   Cross boundary travel, particularly commuter travel, to the West Yorkshire conurbation, Teesside and York is a major issue. Peak hour traffic flows to and from North Yorkshire contribute to congestion, increasing travel times, particularly into Leeds and Bradford. Although good rail links exist from Skipton, Harrogate and Selby, there are issues around the differential cost of journeys into neighbouring authorities, which results in lengthier car borne trips to stations over the North Yorkshire border. Capacity issues need to be resolved if we are to maximise the role of rail in addressing congestion issues.

7. **To improve rail links in order to reduce economic isolation.**

   We will work with partners to improve the rail links in North Yorkshire, for both freight and passenger movements, in order to strengthen the economic viability of the County and to improve the regeneration of the coastal regions in particular.

8. **To build new road infrastructure.**

   We recognise that in appropriate circumstances the building of new roads can have a positive impact on regeneration benefiting the local and wider economy. For example, construction of the Selby Bypass has brought about new opportunities, opening up land for development in an area hard hit by the closure of the Selby Coalfields.

   Where making best use of existing infrastructure is insufficient, new road building can also alleviate the impacts of traffic 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.
The following measures also make a positive contribution to the economy. However, since they are mainly aimed at contributing to other shared priorities or LTP objectives, they can be found in the respective sections of this annex.

<table>
<thead>
<tr>
<th>Measure</th>
<th>Details under:</th>
</tr>
</thead>
<tbody>
<tr>
<td>To further develop community rail partnerships</td>
<td>Accessibility</td>
</tr>
<tr>
<td>To consider the relationship between transport improvements and their surroundings</td>
<td>Accessibility</td>
</tr>
<tr>
<td>To maintain, upgrade or create local rights of way</td>
<td>Accessibility</td>
</tr>
<tr>
<td>To ensure that all new land use developments are accessible</td>
<td>Accessibility</td>
</tr>
<tr>
<td>To work in partnership with other authorities and agencies to provide the public with information on highway disruption and diversionary routes</td>
<td>Congestion</td>
</tr>
<tr>
<td>To promote local goods and services</td>
<td>Congestion</td>
</tr>
<tr>
<td>To increase rail capacity and improve services on key commuter routes</td>
<td>Congestion</td>
</tr>
<tr>
<td>To facilitate the roll out of high speed broadband connections across the County</td>
<td>Accessibility</td>
</tr>
</tbody>
</table>

Table 1 and 2 overleaf demonstrate the extent to which each toolkit measure contributes to the LTP2 Objectives and strategy components.
<table>
<thead>
<tr>
<th>Objective</th>
<th>Accessibility</th>
<th>Safer Roads</th>
<th>Environment</th>
<th>Congestion</th>
<th>Quality of Life</th>
<th>Economy</th>
<th>Efficiency</th>
</tr>
</thead>
<tbody>
<tr>
<td>To integrate bus, rail and community transport services more effectively</td>
<td>High</td>
<td>Medium</td>
<td>Medium</td>
<td>Low</td>
<td>Low</td>
<td>-</td>
<td>High</td>
</tr>
<tr>
<td>To improve the availability and quality of local bus service information</td>
<td>High</td>
<td>Medium</td>
<td>Medium</td>
<td>Low</td>
<td>-</td>
<td>-</td>
<td>Medium</td>
</tr>
<tr>
<td>To encourage more dual use of transport</td>
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<td>-</td>
<td>Medium</td>
<td>Low</td>
<td>-</td>
<td>-</td>
<td>High</td>
</tr>
<tr>
<td>To rollout high speed broadband</td>
<td>High</td>
<td>Low</td>
<td>Low</td>
<td>Medium</td>
<td>Low</td>
<td>Medium</td>
<td>Low</td>
</tr>
<tr>
<td>To introduce low floor easy access buses combined with raised kerbs to afford level access</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>Medium</td>
<td>-</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>To implement the Community Transport Strategy</td>
<td>High</td>
<td>-</td>
<td>Low</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>To introduce CCTV at all bus stations and at identified high risk bus stops</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>To encourage mobile delivery of services</td>
<td>High</td>
<td>Medium</td>
<td>Medium</td>
<td>-</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>To further develop community rail partnerships</td>
<td>High</td>
<td>Medium</td>
<td>High</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>-</td>
</tr>
<tr>
<td>To introduce 5 minute walking and 15 minute cycle zones</td>
<td>High</td>
<td>Medium</td>
<td>High</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>Medium</td>
</tr>
<tr>
<td>To carry out personalised travel planning</td>
<td>High</td>
<td>Medium</td>
<td>High</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>Medium</td>
</tr>
<tr>
<td>To work with the Police and other agencies to remove the physical impediments to people walking and cycling</td>
<td>High</td>
<td>High</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
</tr>
<tr>
<td>To ensure that all new land use developments are accessible</td>
<td>High</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>-</td>
<td>-</td>
<td>Medium</td>
</tr>
<tr>
<td>To require Accessibility Assessments for new major developments</td>
<td>High</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>-</td>
<td>-</td>
<td>Medium</td>
</tr>
</tbody>
</table>

**Key**
- **High** - Very positive benefit
- **Medium** - Positive benefit
- **Neutral**
- **+/−** - Both positive and negative
<table>
<thead>
<tr>
<th>Objective</th>
<th>Toolkit Measure</th>
<th>Accessibility</th>
<th>Safer Roads</th>
<th>Environment</th>
<th>Congestion</th>
<th>Quality of Life</th>
<th>Economy</th>
<th>Efficiency</th>
</tr>
</thead>
<tbody>
<tr>
<td>To develop Quality Bus Partnerships</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td>To promote cycle and pedestrian facilities by producing leaflets and maps showing routes and facilities available; including the signing of key pedestrian routes</td>
<td>High</td>
<td>-</td>
<td>Medium</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>To encourage the use of School Travel Plans</td>
<td>Medium</td>
<td>High</td>
<td>Medium</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>Medium</td>
<td></td>
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<tr>
<td>To encourage the use of Green or Workplace Travel Plans for existing businesses and new development</td>
<td>Medium</td>
<td>High</td>
<td>Medium</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td>To implement a customer focussed marketing plan for sustainable transport, with an emphasis on reduction of car use for short journeys</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td>High</td>
<td>Medium</td>
<td>Low</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td>To increase the use of ‘friendly fuels’</td>
<td>-</td>
<td>-</td>
<td>High</td>
<td>-</td>
<td>Medium</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>To work in partnership with other authorities and agencies to provide the public with information on highway disruption and alternative routes</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td>Low</td>
<td>Medium</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>To further improve the safety and quality of school transport services</td>
<td>Low</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>Medium</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>To carry out seatbelt awareness campaigns for school transport services</td>
<td>-</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>To continue and also enhance the Seat Belt Enforcement and Education Campaign aimed at improving in-car safety</td>
<td>-</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>High</td>
<td>Medium</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>

**Key**  
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Neutral -  
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<th>Economy</th>
<th>Efficiency</th>
</tr>
</thead>
<tbody>
<tr>
<td>To continue annual programmes to educate, publicise and train the public on road safety issues</td>
<td>-</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>Low</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>To continue with Theatre in Education plays targeted at ‘at risk’ groups</td>
<td>-</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>Low</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>To continue to supply road safety materials and events for schools</td>
<td>-</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>Low</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>To continue to carry out Child Car Seat Checks</td>
<td>-</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>Medium</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>To continue to support schemes to improve driving standards</td>
<td>-</td>
<td>High</td>
<td>Low</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>To manage on street parking</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>Medium</td>
</tr>
<tr>
<td>To co-ordinate on and off street parking management with District Councils, National Park Authorities and where possible private providers</td>
<td>-</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>Medium</td>
</tr>
<tr>
<td>To introduce alternative and diversionary routes</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td>High</td>
<td>-</td>
<td>Medium</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>To work in partnership with other authorities and agencies to provide the public with information on highway disruption and alternative routes</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td>High</td>
<td>-</td>
<td>Medium</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>To work in partnership with the Tourism industry through implementation of the Sustainable Tourism guidelines</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td>High</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
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<th>Efficiency</th>
</tr>
</thead>
<tbody>
<tr>
<td>To continue with a countywide programme of Local Safety Schemes</td>
<td>Medium</td>
<td>High</td>
<td>Low</td>
<td>-</td>
<td>Low</td>
<td>-</td>
<td>Medium</td>
</tr>
<tr>
<td>To continue to introduce Highway Improvement Schemes</td>
<td>Low</td>
<td>High</td>
<td>-</td>
<td>Medium</td>
<td>-</td>
<td>-</td>
<td>Medium</td>
</tr>
<tr>
<td>To continue to introduce traffic calming schemes</td>
<td>Medium</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>Medium</td>
<td>-</td>
<td>+/-</td>
</tr>
<tr>
<td>To continue to introduce 20 mph zones and limits</td>
<td>Medium</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>Medium</td>
<td>-</td>
<td>+/-</td>
</tr>
<tr>
<td>To continue to support programmes of Mobile Matrix Speed Message Sign deployment</td>
<td>-</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>Medium</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>To increase the number of permanent Vehicle Activated Signs</td>
<td>-</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>Medium</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>To consider the relationship between transport improvements and their surroundings</td>
<td>High</td>
<td>-</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>-</td>
</tr>
<tr>
<td>To maintain, upgrade or create local rights of way</td>
<td>High</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>-</td>
</tr>
<tr>
<td>To improve the ride quality of the carriageway, footway and cycleway surfaces</td>
<td>High</td>
<td>Low</td>
<td>-</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>Medium</td>
</tr>
<tr>
<td>To improve key rural pedestrian and cycle routes to connect settlements</td>
<td>High</td>
<td>Medium</td>
<td>Medium</td>
<td>-</td>
<td>Medium</td>
<td>-</td>
<td>High</td>
</tr>
<tr>
<td>To enhance and add to the existing ‘urban’ pedestrian network; particularly high quality pedestrian access to main shopping centres and public transport interchanges</td>
<td>High</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td>-</td>
<td>Medium</td>
<td>High</td>
</tr>
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<th>Quality of Life</th>
<th>Economy</th>
<th>Efficiency</th>
</tr>
</thead>
<tbody>
<tr>
<td>To create a safe and convenient network of cycle routes in the 'urban' areas of the County</td>
<td>High</td>
<td>High</td>
<td>Medium</td>
<td>High</td>
<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>To introduce bus priority at key locations</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>High</td>
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<tr>
<td>To increase rail capacity and improve services on key commuter routes</td>
<td>High</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
</tr>
<tr>
<td>To strengthen the links to the Region's ports and airports</td>
<td>Medium</td>
<td>-</td>
<td>+/-</td>
<td>Low</td>
<td>-</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>To carry out an [experimental] Quiet Lanes scheme</td>
<td>Medium</td>
<td>High</td>
<td>Medium</td>
<td>-</td>
<td>Medium</td>
<td>-</td>
<td>+/-</td>
</tr>
<tr>
<td>To promote alternatives to the motor car for longer distance journeys</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td>High</td>
<td>-</td>
<td>-</td>
<td>Medium</td>
</tr>
<tr>
<td>To further develop freight quality partnerships</td>
<td>-</td>
<td>Medium</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>To encourage the use of Freight Travel Plans</td>
<td>-</td>
<td>Medium</td>
<td>High</td>
<td>High</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>To disseminate best practice across the freight industry</td>
<td>-</td>
<td>-</td>
<td>High</td>
<td>Medium</td>
<td>-</td>
<td>Low</td>
<td>High</td>
</tr>
<tr>
<td>To promote local goods and services</td>
<td>Medium</td>
<td>-</td>
<td>High</td>
<td>-</td>
<td>Medium</td>
<td>Medium</td>
<td>-</td>
</tr>
<tr>
<td>To implement a lorry routing strategy</td>
<td>Low</td>
<td>Medium</td>
<td>High</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>To pursue rail re-openings</td>
<td>Medium</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>-</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>To open new railway stations</td>
<td>Medium</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>-</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>To build new road infrastructure</td>
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<td>To improve rail links to reduce economic isolation</td>
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<td>To utilise low noise road surfacing systems</td>
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**Key**  
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<td>To continue annual programmes to educate, publicise and train the public on road safety issues High</td>
</tr>
<tr>
<td>To improve the efficiency and effectiveness of the transport network</td>
<td>To continue with Theatre in Education plays targeted at ‘at risk’ groups High</td>
</tr>
<tr>
<td>To reduce the need and demand for travel</td>
<td>To continue to supply road safety materials and events for schools High</td>
</tr>
<tr>
<td>To promote alternative more sustainable modes of transport</td>
<td>To continue to carry out Child Car Seat Checks High</td>
</tr>
<tr>
<td>To promote sustainable development</td>
<td>To continue to support schemes to improve driving standards High</td>
</tr>
<tr>
<td>To maximise the contribution of transport to maintaining the viability and vitality of local communities</td>
<td>To manage on street parking High</td>
</tr>
<tr>
<td>To manage traffic in environmentally and socially sensitive areas</td>
<td>To co-ordinate on and off street parking management with District Councils, National Park Authorities and where possible private providers Medium High High High Medium Low Medium Medium High</td>
</tr>
<tr>
<td>To develop and manage the transport infrastructure in a manner appropriate to its use</td>
<td>To introduce alternative and diversionary routes X High X X Low / X Medium High / X High Medium High High Medium Medium High</td>
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<tr>
<td>To maintain the transport infrastructure to the development of sustainable tourism</td>
<td>To work in partnership with other authorities and agencies to provide the public with information on highway disruption and alternative routes High High High</td>
</tr>
<tr>
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<td>To work in partnership with the Tourism industry through implementation of the Sustainable Tourism guidelines Low Medium High High High</td>
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Annex E

Bus Strategy

March 2006

keep north yorkshire moving

A responsive County Council providing excellent and efficient local services
Contents
1. Corporate Objectives ........................................................................................................3
2. Local Transport Plan 2006-2011 Vision, Aims and Objectives........................................4
3. Background and Introduction ...........................................................................................5
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North Yorkshire County Council
Bus Strategy

1. Corporate Objectives

The Council has adopted seven Corporate Objectives. This is how the bus strategy supports these objectives:

<table>
<thead>
<tr>
<th>Corporate Objectives</th>
<th>Links to Bus Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Security for All</td>
<td>The bus strategy will help to maintain sustainable communities by providing access to wider horizons.</td>
</tr>
<tr>
<td>Growing up</td>
<td>By providing high quality services we want people to choose to travel by public transport rather than see it as a last resort.</td>
</tr>
<tr>
<td>Independence</td>
<td>The bus strategy will help maintain independence by reducing the need to rely on car ownership.</td>
</tr>
<tr>
<td>Keeping us on the move</td>
<td>The bus strategy promotes high quality services aimed at giving people a choice to reduce car usage.</td>
</tr>
<tr>
<td>Strengthening our economy</td>
<td>Maintaining and improving transport links to key economic centres is part of our strategy.</td>
</tr>
<tr>
<td>Looking after our heritage and environment</td>
<td>The bus strategy will help to reduce the need for car journeys and the damaging impact they have on the environment.</td>
</tr>
<tr>
<td>Keeping in touch</td>
<td>The bus strategy promotes good consultation and feedback to ensure we are providing the right services.</td>
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</tbody>
</table>
2. Local Transport Plan 2006 – 2011
Vision, Aims and Objectives:

Chapter 3 of the Local Transport Plan 2006 – 2011 identifies the following vision aims and objectives:

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

**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

**LTP2 Objectives**

**Objective 1 (Accessibility)** - To ensure good access to key services (Education, Health, Food, Employment and Recreation) 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
3. Background and Introduction:

North Yorkshire is England’s largest County by area covering some 3200 sq miles. It has a population of 570,000 of which 80% live in rural areas; much of the county is classed as sparse or super-sparse. The two main towns are Harrogate (pop 70,000) and Scarborough (pop 45,000), most of the rest of the county is characterised by a network of market towns.

Despite its rural nature, North Yorkshire benefits from an extensive bus network which is provided by 58 operators with over 16m passenger journeys each year. Most of the bus network - between 70 and 75% - is provided commercially by the following operators:

<table>
<thead>
<tr>
<th>Company</th>
<th>Estimated % of passengers carried</th>
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</thead>
<tbody>
<tr>
<td>Blazefield</td>
<td>32</td>
</tr>
<tr>
<td>East Yorkshire</td>
<td>21</td>
</tr>
<tr>
<td>Arriva Yorkshire (N&amp;S)</td>
<td>12</td>
</tr>
<tr>
<td>Arriva North East</td>
<td>9</td>
</tr>
</tbody>
</table>

It is estimated that 93% of the population live in parishes with a daily bus service and 46% of the rural population has access to an hourly bus service or better.

In the past four years, the quality of bus services provided has increased significantly. A number of operators have invested heavily in high quality accessible vehicles for those services which are provided commercially. The Council has tried to ensure that this quality is matched on contract services where this is the main all day service for an area by introducing Premier Specification Contracts. These contracts require:
- Low floor buses less than five years old
- A marketing & publicity budget
- Driver Training
- Customer Charter
- Infrastructure Development Programme

At present the following contracted services operate as Premier Specification:
- Hawes – Bedale
- Northallerton – Stokesley
- Tadcaster – Pontefract
- Skipton/Ilkley – Grassington
- York – Boroughbridge –Ripon
- Wetherby – York
- Hovingham – Malton

All these contract services have shown good passenger growth and we have obtained positive feedback from passengers through surveys.

As part of our revised procurement strategy we have introduced the minimum quality specification for all Local Bus Contracts to make reference to vehicle, driver and reliability standards. As part of the LTP2006 – 2011 we will aim to improve the accessibility of vehicles used on contracted local services in Market Towns.

A bus strategy is not just about buses. It’s also about providing a comprehensive service for passengers, and so we have spent the last four years improving and developing passenger infrastructure. We have worked with partners to provide high quality bus stations in Whitby, Tadcaster and Harrogate. We have also developed the waiting facilities at bus stops along key corridors by providing marked bus stops, shelters, and low floor boarders. Away from key corridors we have improved facilities at individual stops.

At the same time we have introduced comprehensive publicity about all public transport services by providing area timetable books, route maps and telephone and internet enquiry services. All this work has been clearly focussed on raising awareness of a high quality public transport network to encourage greater passenger use.

Our experience during LTP1 and that of other Local Authorities has shown that this approach is effective. It is the consolidation and development of this work, therefore which will form the basis of our bus strategy for 2006 – 2011.

A comprehensive bus strategy should also address the needs of coach services by providing terminal facilities in popular destinations. In Scarborough for example improved facilities including better signage and a reduced scale of charges to encourage more coach travel has been rewarded with an award by the Confederation of Passenger Transport. Through our Service Centre Delivery Strategy we will identify where there is a need to improve facilities for coaches and plan to make appropriate facilities available.
4. Why Have a Bus Strategy?

A bus strategy is important for lots of reasons. It means that we can ensure that we contribute effectively to our LTP objectives, it means that others know what we are doing and can integrate their work with ours, it means that we can contribute to other local strategies in a clear and consistent way. The following is a summary of reasons for a bus strategy:

• To increase bus usage.
• To ensure that we are able to work in partnership with public transport operators and maximise the opportunities for increased bus use in North Yorkshire.
• To ensure that the people of North Yorkshire have a genuine choice in how they travel.
• To ensure that visitors to the area are less reliant on cars.
• To improve access to essential goods and services.
• To ensure that tourists to the area are less reliant on cars.
• To meet the requirements of the Transport Act 2000
• To ensure links with other strategic documents
  • Information strategy
  • Accessibility Planning Strategy
  • Congestion and Air Quality Action Plan
  • Sustainable tourism strategy
  • Health improvement plan
  • Community safety strategy
  • Local strategic partnerships
  • Community Transport Strategy
  • Regional Economic Strategy
  • Regional Transport Strategy
  • Regional Spatial Strategy
  • Local Development Frameworks
  • Regional Development Framework
  • DEFRA rural services review
  • DFT The Future of Transport
  • Countryside Agency – State of the Countryside report.

The main emphasis of our bus strategy is:
To provide a network of high quality bus services and infrastructure which is strategically focused to meet our LTP objectives:

Accessibility

We want to improve access to essential services such as health, shopping, education and leisure. The bus strategy is not proposing to introduce new bus services, we already have an extensive network and in most areas new services will not be viable. Through the bus strategy we will aim to make existing services more accessible by improving the quality of vehicles and infrastructure and better targeting of existing Council funds towards meeting our objectives. Alongside this we will work to implement a Community Transport Strategy for North Yorkshire to develop demand responsive services and make better use of existing voluntary car schemes.

Congestion

Public transport generally and buses in particular have an important role to play in helping to relieve congestion. If we want more people to choose to travel by bus rather than use their car then bus services have to be a realistic alternative in terms of quality, reliability and journey time. We have already had some success in Harrogate with increased passenger numbers on key corridors where improvements have been made. We also recognise the impact of congestion caused by cross boundary travel and plan to work in partnership to develop public transport solutions to this.

Environment.

We will benefit the Environment by achieving modal shift from cars to buses. We can also use the way in which we procure transport services to minimise the number of vehicles used and ensure that vehicles are operated using modern cleaner fuels.

Safety.

Safety is important in all aspects of transport provision. We can improve safety on bus services by ensuring that vehicles are properly maintained and that drivers are well trained. We also want to ensure that passengers feel safe and will introduce CCTV on vehicles and at stops where this is appropriate.

We want public transport to be a genuine travel choice for people and thus it is essential that we provide a network which:

• Is reliable and journey times are reduced/minimised through for example, the introduction of bus priority measures and schemes.
• Offers timetable and route stability and continuity
• Uses modern accessible vehicles which are clean and comfortable.
• Has drivers who have been trained in customer care.
• Has appropriate high quality passenger infrastructure,
• Is well publicised and delivered to consistent standards.
• Is safe and affordable

Measures.

Make best use of existing bus services.

It is estimated that 93% of the population of North Yorkshire live in a Parish which has a daily bus service. It is essential that we promote these services effectively both to raise awareness and to build confidence. In the past few years we have introduced the following initiatives towards this:

• Extensive advertising of the traveline service and internet journey planner.
• Regular press releases on public transport issues.
• Production and distribution of Area Timetable books and route maps.
• Programme to mark bus stops.
• Improved quality on contract services.

We will work in partnership with others to continue further development of this work.

Continue to develop key transport corridors and other areas where buses can relieve congestion and where appropriate develop Quality Bus Partnerships.

Bus services have an important role to play in offering an alternative to the car. However, we must ensure that we offer the right product and develop and market this to potential users. In the past four years we have worked with bus operators to identify key transport corridors and have jointly developed these to provide high quality vehicles and passenger infrastructure. It is on these corridors that we have seen growth in passenger numbers. These key corridors will form the basis for quality bus partnerships in the future. We have identified a prioritised list of services and corridors which will form the basis of our work during 2006 – 2011.
Ensure that new development (building) incorporates proper facilities for public transport.

If bus travel is going to be seen as an effective part of our transport network then we must ensure that bus user friendly design is considered as an integral part of the design stage of new development. The location must be served by existing bus services, bus services must be able to penetrate sites and be able to turn or manoeuvre, passenger facilities must be provided at appropriate locations. The Council will seek to secure Section 106 grants for the development of public transport services and facilities as part of new developments.

Ensure that Passenger Transport Services are integrated.

It is not always possible to provide direct journeys. We need to ensure that services connect at key interchange points – guaranteed where necessary - and that through ticketing is available between operators and modes. Integration also means better co-ordination and use of school services social services transport and community transport. The Council is restructuring its transport procurement to create the framework which will deliver better coordination and improved access to services.

Improve reliability and reduce journey times.

If bus services are going to be a viable alternative to the car then we need to ensure that journey times are shortened and reliability is improved. This can be achieved by, for example, giving them priority at key junctions and other locations, through dedicated bus lanes or through UTC traffic light control.

The Council will work with bus operators to develop and monitor Punctuality Improvement Plans (PIPs).

In particular we will consider how we might assess the speed of buses relative to the speed of cars on selected corridors.

Roadworks can cause significant disruption to bus services. The Council will ensure that priority is given to maintaining bus services and minimising disruption to bus passengers by ensuring adequate notice and consultation with bus operators where roadworks are planned.

Ensuring Safety and Security.

It is essential that passengers feel safe and secure at all stages of their journey – whether waiting at stops or travelling on vehicles. The Council will work with operators and passengers to identify areas of concern and propose measures to address these by for example introducing CCTV in shelters and on vehicles.

Fares & Ticketing.

A successful bus network has to be seen as affordable to both individuals and family groups. With so many different operators involved in providing services ticketing and fares need to be compatible particularly where passengers need to change from one service to another. The introduction of a County wide half fare concessionary fares scheme in April 2002 has reduced costs and improved accessibility for many older people. The Council welcomes the proposals for a free scheme in April 2006, although we consider that the application of the scheme nationwide would be of particular benefit to tourist areas. Through the bus strategy we will work with operators to identify key links and ensure that interchangeable ticketing is available particularly where cross boundary travel is an issue.

Experimental Services.

It is important that the bus network is allowed to evolve to reflect demographic changes which in turn will affect demand. It is recognised that there will be a need to provide experimental services. In the past four years we have introduced a number of these using funding from Rural Bus Challenge. More recently we have worked with Leeds Bradford International Airport and Yorkshire Forward to provide a new service between Harrogate and the Airport. The Council will continue to identify opportunities for new and experimental services and seek to identify sources of external funding for these where possible. The DIT has recently invited bids for Kickstart funding for transport projects and we will seek to take full benefit from this in partnership with bus operators.

Make provision for long distance coach services

There is an important role for longer distance coach services as part of our public transport network. 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 our implementation programme makes provision to develop these.

Park & Ride.

The potential impact on modal shift and hence Congestion and Air Quality that can be made by the introduction of Park & Ride facilities and services is substantial. However, it is likely that in North Yorkshire that only two main urban areas of Scarborough and Harrogate are large enough to justify all year round Park & Ride provision. There may also be opportunities to introduce summer Park & Ride services for a number of towns to cater for increased demand and congestion arising from tourist traffic.

Potential Park & Ride provision has already been identified for the following towns:

- Scarborough
- Harrogate
- Whitby
- Pickering

The potential for Park & Ride for other towns will be investigated as part of the Service Centre Transportation Strategies and Congestion & Air Quality Action Plan (see Chapter 4 of the LTP and Annex M).

It is likely that all Park & Ride provision will need to be accompanied by appropriate parking management in the town centre to maximise the potential patronage. Funding from any resulting parking charges will also be used to finance the operational costs of the Park & Ride site and services.

Developing Passenger Infrastructure.

The Council will continue to provide passenger infrastructure at stops throughout the County. As a minimum this will include an area of hard-standing a bus stop sign and information case. Where appropriate this will also include a low floor bus boarder to allow easy access to vehicles and a shelter. In line with our information strategy we will also introduce text message information and real time information at stops over the period of the plan.

Publicity and Information.

The Council recognises that this is an important area and has developed a complimentary Bus Information Strategy.
The bus information strategy is an important part of increasing awareness of the extent of existing services and building people’s confidence to make use of public transport services for longer and more complex journeys.

Cross Boundary Issues.
There are a number of key transport links into neighbouring authority areas and it is important that the issues which this creates are part of this strategy. There is for example, significant migration of workforce to West Yorkshire and without adequate public transport services these trips will contribute to congestion in the West Yorkshire conurbations. It is not, however sufficient to address issues only within North Yorkshire. Congestion is much more prevalent within the urban areas and this detracts from the reliability of bus services. We must work with adjacent authorities to ensure that trip times and reliability can be maintained. Conversely, the urban areas generate tourists and visitors to North Yorkshire and this creates seasonal congestion. The Council has developed a sustainable tourism strategy to address this problem. It is important to make bus travel simple for people to use and thus we should work towards eliminating artificial boundaries.

Cross Boundary Travel

<table>
<thead>
<tr>
<th>District</th>
<th>WY commuters</th>
<th>Total workforce</th>
<th>%age of Total workforce</th>
</tr>
</thead>
<tbody>
<tr>
<td>Craven</td>
<td>4936</td>
<td>25767</td>
<td>19.16</td>
</tr>
<tr>
<td>Harrogate</td>
<td>11244</td>
<td>75753</td>
<td>18.84</td>
</tr>
<tr>
<td>Selby</td>
<td>9261</td>
<td>37900</td>
<td>24.44</td>
</tr>
</tbody>
</table>

Research.
It is important that the Council and bus operators continue to be properly informed with regard to the perceptions of bus users and non-users. The council will work in partnership with bus operators and provide funding for a range of research projects to identify and quantify key issues. This will ensure that resources are properly targeted to meet people’s needs and maximise the contribution to our shared priorities.

Prioritising Expenditure.
The Council spends over £4m each year to support the provision of bus services which it considers to be socially necessary. Some 50% of this amount is Rural Bus Grant; a further £750,000 was spent in 2004/05 on Rural Bus Challenge projects. The Council has increased its budget over the past two years to reflect increasing costs in the Transport Industry and to meet our commitment to improve quality. It is essential, therefore that we have a clear view of how to ensure that we are getting value for money.

The Council has developed a process to prioritise schemes through the Local Transport Plan. It is proposed that this process be adapted to prioritise expenditure on bus services by evaluating the extent to which each service the Council funds contributes to the shared priorities. As a general guideline the Council will allocate the following priority for both capital and revenue funding:

Priority 1 – Local services in major towns and key inter-urban links.
- Ensure there is appropriate all day service coverage. This should include critical periods to cater for journeys to and from work – typically 06.00 – 19.30.
- develop infrastructure at stops – shelters at main stops, real time information, sms information,
- consider providing funding for evening and Sunday services.

Priority 2 – Local services in Market Towns and those services not included in priority 1 where the daytime frequency is at least hourly.
As above but shelters at fewer stops and funding will be considered for evening services but not for Sunday services, other than designated leisure services.

Priority 3 – Other services where the frequency is at least 2 hourly
Ensure that services are appropriate to cater for health and shopping trips, improve infrastructure; funding will not normally be considered for evening and Sunday services.
It should be understood that this prioritisation excludes some services which are currently funded by the council. In general these are infrequent, often providing less than a daily service, nevertheless we recognise that they are important to those people who use them and so we will seek to develop these services through the implementation of the Community Transport Strategy rather than the bus strategy.

Criteria for supporting bus services.
In determining which socially necessary services to provide revenue funding for the council will have regard to:
- Passenger demand, the extent to which the following journey purposes are catered for:
  - Access to work.
  - Access to education.
  - Access to health services.
  - Access to shopping facilities.
  - Access to leisure services.
- The availability of alternative services for example rail services, community transport or other bus services.
- The extent to which the service represents value for money for the Council.

It is important that the council is able to strike an appropriate balance between the need to address social exclusion by improving access and the need to secure value for money overall.

Our baseline value for money measures will be:
- We will not fund journeys which carry fewer than three passengers on a regular basis.
- We calculate the amount of subsidy per passenger journey. The following table summarises to current position:

<table>
<thead>
<tr>
<th>Subsidy per passenger Journey</th>
<th>% value of contracts</th>
</tr>
</thead>
<tbody>
<tr>
<td>up to £1</td>
<td>21</td>
</tr>
<tr>
<td>Between £1 and £5</td>
<td>74</td>
</tr>
<tr>
<td>Between £5 and £7.50</td>
<td>2</td>
</tr>
<tr>
<td>Between £7.50 and £10</td>
<td>1</td>
</tr>
<tr>
<td>over £10</td>
<td>2</td>
</tr>
</tbody>
</table>

May 2005

This shows that 95% of our contracts have a subsidy per passenger journey of less than £5.
In the next 3 years we will work towards a situation where the maximum amount of subsidy per passenger journey is £7.50 (based on 2005 prices).

It is not our intention to reduce accessibility by withdrawing bus services which do not represent good value for money. It is expected that through the progressive implementation of the Community Transport Strategy that we will be able to introduce wider geographical coverage with demand responsive services provided by the voluntary sector.

**Sustainable Tourism.**

Tourism is an important economic driver in North Yorkshire with 20m visitor days each year in the two National Parks alone. Many of the people visiting the area travel by car and this causes local congestion at popular locations such as Reeth and Malham in the Yorkshire Dales, Goathland, Hutton le Hole and Pickering in the North York Moors and the coastal resorts of Scarborough, Whitby and Filey.

Public Transport is an important part of delivering sustainable tourism yet it does not fit readily into the Councils priorities for bus services. Solutions for improving modal split in favour of public transport do not lie solely in the hands of County and District Councils but require strong support and commitment from the tourism industry itself, both in the promotion of public transport and the development of alternative streams of funding for services.

The Council currently funds and manages a network of Sunday bus services which provide links between West Yorkshire and the Yorkshire Dales and contributes to the extensive Moorsbus network in the North York Moors National Park.

The outcome of the North York Moors National Park’s Best Value Review of Moorsbus in 2002, was that by 2007 the number of passenger journeys should have increased by 39% and that there have been a 35% reduction in subsidy per passenger journey. The review identified that these targets would not be reached without change; Moorsbus needed to be available to a greater number of visitors.

The necessary change, developed in partnership with the County Council, has seen an increase in the number of days on which Moorsbus operates but without a commensurate increase in costs. The core trunk Moorsbus network has been simplified and links maintained through connections. The shorter local Moorsbus services have been adapted to better match demand and integrate with regular local bus services. To help budgeting and control of costs the Moorsbus services were tendered on the basis of 4-year contracts.

The new network was introduced in 2004, and it has confirmed that demand existed throughout the week and it indicates the potential for further growth. Based upon last year’s experience some adjustments have been made to improve the network in 2005.

In the past two years we have worked with The Yorkshire Dales National Park Authority, Nidderdale AONB and The Yorkshire Dales Public Transport User Group towards a three year strategy to enhance the core network of services to the Yorkshire Dales. However, there have been significant increases in the cost of providing services and a shortage of contractors able to supply vehicles and drivers. The cost of providing the network in 2005 is 30% higher than in 2004 at a cost to The County Council of over £60,000. This has made it difficult to maintain a cost effective and stable service pattern.

As part of the implementation of LTP2 it is important that we review the Dales Bus network to ensure that funding for leisure related services is targeted towards areas which contribute most to the four shared priorities.

In addition we aim to ensure that other services which are funded by the council or provided commercially are orientated towards both local and visitor use and recognise the importance of the rail network particularly for longer distance travellers. However rail travellers often have to make an onward journey by bus and the limited availability of through fares is seen by many as a significant barrier. We will work closely with all concerned to increase the availability of through fares between bus and rail.

Through the recently formed Yorkshire Dales Sustainable Travel Partnership the County Council is working with other key partners to develop and promote sustainable travel from and to the Yorkshire Dales. Both by co-ordinating the services provided by the members and by sourcing external funding. This includes the development of the Dales Bus network and ticketing initiatives.

**Procurement Strategy.**

The Council has reviewed its procurement strategy as part of a best value review “Access and Inclusion through Transport” and to embed Accessibility Planning in the needs assessment. The DfT has recently issued a Bus Tendering Good Practice Guide. We have assessed our own processes against this guide and are implementing changes which ensure that we are able to reflect best practice at every stage.

The Council wants to ensure that the tender processes we use give our contractors the security to submit competitive tenders and to invest in high quality services. Our procurement strategy includes:

- Evaluation on price and quality (MEA tendering).
- Standard specification which includes quality standards for vehicles, drivers and reliability.
- Provision for realistic inflation increases which reflect a basket of costs associated with transport services.
- Renewal of contracts through an area review process to maximise the opportunities for integration and co-ordination between contract and commercial services.
- Longer term contracts as legislation permits.
Tendering flow chart

1. Identify needs through Accessibility Planning, research and consultation
2. Prepare outline service specification
3. Assess contribution to shared priorities
4. Evaluate expected usage
5. Equalities Audit
6. Finalise service specification, determine contract period and type.
7. Invite tenders
8. Prepare cost estimate and assess VFM.
9. Evaluate Tenders on the basis of quality and price
10. Assess VFM based on expected subsidy per passenger journey

- Review - evaluate whether accessibility is improved, assess VFM.
- If VFM is positive, award contract and arrange inception meeting with contractor
- If VFM is negative consider available alternatives, Community Transport, Demand responsive services etc
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3. Minimum Enforceable Requirements ........................................... 7
4. Apportionment of Costs ................................................. 9
Introduction

The Transport Act 2000 requires Local Authorities to produce a Bus Information Strategy as part of a general duty to produce a Local Transport Plan.

The Bus Information Strategy has to include a “Minimum Enforceable Requirement” for the provision of bus information. This is a statement of the type and quality of information the Council expects Bus Operators to provide. By specifying this the Council is then entitled to enforce these standards and if they are not adequately met, make alternative arrangements and recover the costs from the bus operator.

Local Policy Context

The Council has adopted the following seven Corporate Objectives.

<table>
<thead>
<tr>
<th>Corporate Objectives</th>
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<tbody>
<tr>
<td>Security for all</td>
</tr>
<tr>
<td>Growing up</td>
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<tr>
<td>Independence</td>
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<tr>
<td>Keeping us on</td>
</tr>
<tr>
<td>Strengthening</td>
</tr>
<tr>
<td>Looking after</td>
</tr>
<tr>
<td>Keeping in touch</td>
</tr>
<tr>
<td>prepared for</td>
</tr>
<tr>
<td>the future</td>
</tr>
<tr>
<td>our economy</td>
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<tr>
<td>our heritage</td>
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<tr>
<td>and environment</td>
</tr>
</tbody>
</table>

These are reflected by the vision, aims and objectives in the Council's Local Transport Plan 2006 – 2011 which are:

Vision
Better access and sustainable communities for all

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

LTP2 Objectives
Objective 1 (Accessibility) - To ensure good access to key services (Education, Health, Food, Employment and Recreation) 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.

Why have a Bus Information Strategy?

The Bus Information Strategy sits alongside the Councils Bus Strategy and helps to define how the Council will develop bus services within the period of the Local Transport Plan, and builds on the achievements delivered through the Council’s current Public Transport Publicity & Information Strategy.

Readily available comprehensive public transport information makes the services easier to use, and contributes towards generating more passengers which in turn helps operators maintain a stable bus network. Publicity and information are an essential part of our programme to improve accessibility by making best use of existing services and help to maximise the contribution bus services will make towards achieving our shared priorities. Our Bus Information Strategy sets out minimum standards and does not preclude more innovative ways of giving people information.

This strategy covers information about bus services; however there are other transport services available to the public and it is our intention to ensure that full information is readily available about all transport services particularly rail services and community transport services.

Consultation

The Transport Act 2000 stipulates that the Local Transport Authority must, before determining what information should be provided, consult with user groups and with the Traffic Commissioner as well as liaising with adjoining LTAs to explore appropriate opportunities for joint initiatives. In developing this strategy the Council has complied with the consultation requirements.

Current Situation

In developing this strategy for the future provision of local bus service information it is important to consider current standards of provision and the extent to which they meet the public’s aspirations (both of users and non-users of public transport).

A review of the existing provision of local bus information and the preferences of bus users has been undertaken in order to provide a baseline for going forward.

There has been an improvement in the promotion and provision of information about bus services in the County in recent years with each of the major operators adopting corporate standards for individual timetable leaflets. This is
reflected in the user satisfaction surveys undertaken as part of BVPI 103 where the percentage of people satisfied with the information provided has increased from 41% in 2000 to 52% in 2003\(^1\) which put us in the top ten authorities in the Country. The Council has supplemented this work with its own research into both public satisfaction with bus information and how people expect to access information about bus services. The results are set out below:

### Strategy

#### Objectives and principles

The overarching objective of this strategy is to improve the availability and quality of local bus service information to the public of North Yorkshire. This will encourage more people to use public transport and improve the ability of bus users both to plan journeys and travel with confidence. We want to increase the percentage of people satisfied with bus information to 75% by the end of the plan period.

The underlying principles are that local bus service information should be:
- High quality – i.e. reliable, accurate and attractive
- Comprehensive to include all bus services, and reference to rail services and community transport services.
- Readily available at all stages of the journey
- Easy for the public to understand and compliant with the requirements of the Disability and Discrimination Act.

#### Priorities

This strategy for the provision of local bus service information needs to balance the demand for information with the resources that can reasonably be made available for its provision. In so doing, strategic choices have to be made between the different media for the provision of information. For this reason, the importance of different types of information provision has been prioritised as follows. The following priorities have been agreed with the main bus operators in the County.

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\(^1\) This figure was later re-calculated using a revised methodology by the Audit Commission resulting in 73% satisfaction
<table>
<thead>
<tr>
<th>Priority 1</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Information Type</td>
<td>Our research has confirmed that bus users currently expect to access information about bus services from leaflets produced by operators. A well designed, attractive leaflet also provides bus operators with an opportunity to market their services.</td>
</tr>
<tr>
<td>Bus stops which are clearly marked with a standard format.</td>
<td>In many areas, people are not aware that there is a bus service. A bus stop flag is a simple basic mechanism for raising awareness amongst non bus users.</td>
</tr>
<tr>
<td>Comprehensive and accurate information at bus stations, rail stations and other key interchange points.</td>
<td>It is essential that information at bus stations, rail stations and other key interchange points is clearly available. This helps to build passenger confidence and avoids confusion. In addition to marking bus stops providing details of bus departures in a clear and simple format enhances the awareness of non bus users to the number of journey opportunities which are available. Our research has indicated that bus stop displays are also a popular source of information for bus users.</td>
</tr>
<tr>
<td>Accurate timetable and journey planning information via the telephone through the traveline service</td>
<td>Use of the traveline service is steadily increasing – one of our call centres has reported that use of the service in February 2005 was double that of the previous year. It is expected that this trend will continue over the next few years and it is important that we develop and promote the service. traveline is a national service and information is provided to standards set out by the National traveline Board. The dataset for the traveline service is also used in the internet journey planner and can be adapted to produce printed timetable material. This ensures that information provided through different media is accurate and consistent. [Information provided through traveline or the internet journey planner is more up to date than printed material and more cost effective to provide.]</td>
</tr>
<tr>
<td>Journey planning information down to bus stop level including timetable/route information available via the internet.</td>
<td>The Council has maintained a journey planning website for a number of years and use has grown steadily. In autumn 2004 we were able to provide live data for the web site <a href="http://www.yorkshiretravel.net">www.yorkshiretravel.net</a> journey planner which has been developed as part of the Yorkshire Local Information Partnership.</td>
</tr>
<tr>
<td>Access to timetables from the North Yorkshire Web Site</td>
<td>The Council aims to develop its web site to provide access to bus timetables and route maps.</td>
</tr>
<tr>
<td>Access to bus service information through SMS text messaging and WAP.</td>
<td>Text messaging is popular with younger people who are an important market for increasing bus use. The Council has an opportunity to work with neighbouring authorities and bus operators to introduce this service in areas of the County where a mobile phone network is readily available. The cost of providing this service will be met by the county council until 2010, subject to budget availability and subject to operator contribution to traveline.</td>
</tr>
<tr>
<td>Build on existing real time information schemes.</td>
<td>Real time information is already available in some areas of the county. It is useful as a means of providing information to passengers at bus stops and can also become an integral part of the traveline service. In addition, it can help bus operators improve reliability by more accurately identifying journey times and help local authorities to better target bus priority measures by identifying regular delays on specific routes.</td>
</tr>
<tr>
<td>Area route maps.</td>
<td>Area route maps provide a basic journey planning tool and help people get the most out of the Internet journey planner. They are particularly valuable to tourists and visitors who will be unfamiliar with the extent of the bus network in North Yorkshire.</td>
</tr>
</tbody>
</table>
### Priority two

<table>
<thead>
<tr>
<th>Topic</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comprehensive and accurate roadside information at other key stops</td>
<td>Building on the work we have done as part of Priority 1 above. Non bus users are often unaware of the cost of using a bus service and this can deter them from trying. Bus use often represents good value for money and making information about the cost of a journey will encourage more use.</td>
</tr>
<tr>
<td>Provision of fares information through traveline.</td>
<td>The Council has produced seven area timetable books and two tourist related guides for the past four years. At the time they were first introduced they filled an important gap in the bus information market. Since that time the range and quality of leaflets produced by operators has increased and the continued production of the area books needs to be reviewed to avoid unnecessary duplication. At the present time we produce our books once a year.</td>
</tr>
<tr>
<td>Area booklets showing the public transport network.</td>
<td>To build on the work undertaken in priority 1, promoting and marketing the service.</td>
</tr>
<tr>
<td>Access to bus service timetable information via SMS and WAP</td>
<td>To build on the work undertaken in priority 1.</td>
</tr>
</tbody>
</table>

### Priority 3

<table>
<thead>
<tr>
<th>Topic</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marketing initiatives, including destination marketing.</td>
<td>There are significant opportunities to promote bus usage through marketing initiatives and in particular destination marketing. North Yorkshire has a healthy tourist industry and many tourist destinations are accessible by bus. The Council and bus operators will encourage tourist destinations to identify their accessibility by bus on promotional literature and their web sites. We have already negotiated entry discounts for bus passengers at some major attractions such as Lighthwater Valley theme park and intend to expand this work whenever possible.</td>
</tr>
<tr>
<td>Touch screen remote information points</td>
<td>The provision of remote enquiry terminals within the County with links to public transport information is limited to only one at the Yorkshire Dales National Park Centre in Grassington. These terminals are touch screen facilities which tend to be located in high profile public places. In essence, they allow the public access to the internet journey planner. It is proposed that remote enquiry terminals will be introduced at appropriate sites throughout North Yorkshire, subject to finance being available through the LTP.</td>
</tr>
<tr>
<td>Access to Bus service timetable information via SMS and WAP</td>
<td>To build on the work undertaken in priority 1, promoting and marketing the service.</td>
</tr>
</tbody>
</table>
Minimum Enforceable Requirements

The Council wants to ensure that the Bus Information Strategy is administered equitably and fairly. It is not our intention to over-complicate issues and we look to operators to work together with the council in a practical way which results in simple high quality information to the public.

A Minimum Enforceable Requirement is important to ensure that information is available in consistent formats and to an acceptable standard. It is intended that the MER is achievable but can be supplemented by “Good Practice”.

The following Minimum Enforceable Requirements will apply; examples of acceptable material incorporating good practice are available from the Passenger Transport Group on request. The MER does not apply to registered services which cater mainly for school children and from time to time the Council will identify other exemptions from the MER.

<table>
<thead>
<tr>
<th>Main Issue</th>
<th>Details</th>
<th>County responsibility</th>
<th>Operator Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus stop flags</td>
<td>Minimum Enforceable Requirement Bus stop flags must include: The words “Bus Stop” A standard bus stop symbol. Traveline logo and telephone number. Web site address which links to a traveline compliant journey planner eg <a href="http://www.yorkshiretravel.net">www.yorkshiretravel.net</a>. SMS stop identification number. In locations where there is a cluster of stops, the services which depart from that stop must also be shown. Good practice Company or organisation logo Contact telephone number Service numbers for that stop. Stop name as identified in the agreed North Yorkshire bus stop database</td>
<td>The Council will develop a programme to mark bus stops throughout North Yorkshire.</td>
<td>Bus Operators may choose to mark stops where they are the main provider of services.</td>
</tr>
<tr>
<td>Roadside displays</td>
<td>Minimum Enforceable Requirement Roadside displays must include: A description of all services which use that stop including the name of the Operator. The times at which all services are scheduled to depart from that stop unless the combined frequency is at least every ten minutes. The traveline logo and telephone number. Web site address which links to a traveline compliant journey planner eg <a href="http://www.yorkshiretravel.net">www.yorkshiretravel.net</a>. Displays should be replaced annually or more frequently if illegible. Timetable inserts must be prepared to the full size of the display case and be waterproof. Good practice. A diagrammatic map showing the places served. A contact telephone number for the operators customer services dept.</td>
<td>The Council will provide display cases at all stops on priority 1 services. The Council will make suitable templates available for bus stop information and will identify details of all services to be included.</td>
<td>The “Main operator” will provide, install and maintain inserts for the display cases. Display cases should be updated during the weekend of a service change and no later later seven days after the change.</td>
</tr>
<tr>
<td>Bus stations</td>
<td>Minimum Enforceable Requirement A central display providing: Timetable information for all bus services which are scheduled to depart from the bus station. A bus station plan showing the location of stands and indicating which services depart from each stand. The traveline logo and telephone number. Web site address which links to a traveline compliant journey planner eg <a href="http://www.yorkshiretravel.net">www.yorkshiretravel.net</a>. At individual stands: The stand number or letter Details of all departures from that stand.</td>
<td>The Council will provide the display infrastructure and advise of service changes as they occur.</td>
<td>The bus station manager will be responsible for providing and maintaining the information displays. All costs associated with this should be reflected in the departure charge for use of the bus station.</td>
</tr>
<tr>
<td>Service</td>
<td>Minimum Enforceable Requirement</td>
<td>The Council will provide information with regard to joint corridor operation.</td>
<td>The Main Operator will produce and distribute leaflets. Where a leaflet is produced for a group of services along a common section of route the “Main Operator” will produce the leaflet, other operators will contribute to the cost. Leaflets should be reproduced annually or to correspond to with service changes.</td>
</tr>
<tr>
<td>---------</td>
<td>---------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| timetable leaflets. | A separate timetable leaflet or small booklet must be produced for all registered bus services and these must be made available free of charge for personal use. Leaflets must include a “valid from” date and be issued at least 10 working days prior to any timetable change. Leaflets must meet the ATCO/CPT code of good practice. The publication must be available on bus and operators are encouraged to distribute them via the outlets listed at appendix A. Leaflets must include the traveline logo and telephone number and Web site address which links to a traveline compliant journey planner eg www.yorkshiretravel.net Services provided by different operators which operate over a common corridor should be included in a single publication. | Good practice  
A route map  
A route description  
Details of fares information. | |

| Bus Operator web sites. | Minimum Enforceable Requirement  
Operator web sites must contain links to a traveline compliant journey planner eg www.yorkshiretravel.net | To make sure that the link is there. | |
| Vehicle interiors | Minimum Enforceable Requirement  
The following should be clearly displayed inside each vehicle used on a registered local bus service: traveline logo and phone number, web site address which links to a traveline compliant journey planner eg www.yorkshiretravel.net details of the company’s customer services contact phone number and address for correspondence. | To ensure that the information is provided and displayed | |
| Registration Details | Minimum Enforceable Requirement  
Copies of bus service registrations (new services, changes and cancellations) to be supplied to the Council. Details of Bank Holiday services and service changes over Christmas and the New Year must be notified to the Council with a minimum of 56 days notice. Good Practice  
To discuss proposals in confidence with the Council prior to submission to the Traffic Commissioner. To supply comprehensive faretables to the Council within seven days of them being valid. | The Council will ensure that details are included in traveline and at www.yorkshiretravel.net | To supply registration details to the Council within three working days of submission to the Traffic Commissioner. To ensure that details of bank holiday services are provided within the timescale. |
| Traveline and Internet journey planner. | Minimum Enforceable Requirement  
A telephone enquiry service for the whole of North Yorkshire which meets national traveline standards. An internet journey planner which provides information at individual stop level within North Yorkshire. | The council will provide a data management service and negotiate contracts with the providers of the traveline service. | Operators who have registered bus services within North Yorkshire will contribute to all reasonable and appropriate charges associated with the development and maintenance of these services. The charges to be paid by Operators will be agreed annually with a minimum of one months notice being given before any change is implemented. |
The Council wants to ensure that the Bus Information is administered equitably and fairly. It is not our intention to over complicate issues and we look to operators to work together with the council in a practical way which results in simple high quality information to the public; it is not possible to define a set of rules which cover every eventuality.

There needs to be a mechanism to deal with the apportionment of costs associated with publicity information where routes or sections of routes are served by more than one operator. The table above refers to the “Main Operator” as having responsibility for producing joint publicity. For this purpose the “Main Operator” for roadside publicity is defined as being the one with the greatest number of journeys serving a stop excluding seasonal journeys; with regard to timetable leaflets, the “Main Operator” is the one with the most registered journeys in the leaflet based on Monday – Saturday services.

Before determining a method of cost apportionment the Council will monitor situations where costs should have been shared in the first 12 months of this strategy. Discussions will subsequently be held with the main operators to agree an appropriate method.

The basis for the apportionment of costs associated with traveline has been agreed with operators and will be reviewed annually.

**Appendix A**

**Outlets for public transport leaflets**

- Bus stations
- Libraries
- Bus operator Travel Centres
- Tourist Information Centres
- National Park offices
- Staffed railway stations
- Post Offices
- Health Centres
- Citizens Advice Bureaux
- District Council Offices
- Hospitals
- Doctor’s surgeries
- Employment Centres
- Community Centres
- Key Tourist Destinations
- House to House along appropriate corridor, as agreed
Annex G
Highway Maintenance

March 2006
Highway Maintenance

As a consequence of the substantial investment made during 2003/04 in the collection and analysis of condition data it has been possible to identify the potential structural highway maintenance backlog.

The estimated sum based upon condition data (covering approximately all of the County Council’s carriageway network and all of the heavily used footways) and its analysis using the appropriate BVPI formulae (BVPI's 96, 97a, 97b, 187a, with an estimated index for 187b [category 3 and 4 footways]) equates to approximately £400 Million.

2003/04 Network Condition BVPI's (basis for the maintenance ‘backlog’ calculation)

<table>
<thead>
<tr>
<th>Category</th>
<th>Performance Indicator Rule Set</th>
<th>Value %age of network contributing to PI</th>
<th>TOTAL Network Length of ‘Defectiveness (Km)'</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principal Roads (Structural Defects)</td>
<td>BVPI 96 (100% of network)</td>
<td>5.45%</td>
<td>39.646Km</td>
</tr>
<tr>
<td>Non Principal Classified Roads (Structural, Wearing Course and Edge Defects)</td>
<td>BVPI 97A (100%)</td>
<td>16.59%</td>
<td>564.575Km</td>
</tr>
<tr>
<td>Non Principal Unclassified Roads (Structural, Wearing Course and Edge Defects)</td>
<td>BVPI 97B (Approx 96%)</td>
<td>21.26%</td>
<td>851.420Km</td>
</tr>
<tr>
<td>Category 1 Footways</td>
<td>BVPI 187a (100%)</td>
<td>20.14%</td>
<td>14.462Km</td>
</tr>
<tr>
<td>Category 1A Footways</td>
<td>BVPI 187a (100%)</td>
<td>5.17%</td>
<td>0.215Km</td>
</tr>
<tr>
<td>Category 2 Footways</td>
<td>BVPI 187a (100%)</td>
<td>27.69%</td>
<td>35.430Km</td>
</tr>
</tbody>
</table>

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 LTP2 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, micro asphalts, and slurry seals). These are designed to improve structural integrity, reduce the rate of deterioration (and also maintain in-service skid resistance performance), with the worst locations being targeted 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 £1.2 million per annum to targeted structural repairs that will contribute directly to improving the relevant BVPI 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 LTP2 plan period.

The Council acknowledges that at the current time the lack of analysed SCANNER condition data has potentially reduced the theoretical effectiveness of the transition to preventative maintenance (i.e. improvement to network condition in its projected targets) which under the original BVPI 96 monitored only the “structural” condition of the Principal Road network and excluded wearing course and edge defects.

A similar strategy will be developed and pursued for maintenance of the footway network (categories [1, 1a and 2] and [3 and 4]).
Structured

As the six year programme of bridge strengthening under LTP1 draws to a close the County Council is producing an Asset Management register, which will bring together the design, structural, operational and maintenance data for each bridge. With £1.25 million per annum for the first 5 years. Random testing carried out on around 2000 Concrete Street lighting columns has indicated a structural failure rate in excess of 40%. The County Council is the owner of some 21,500 concrete street lighting columns and if the 40% failure rate is indicative across the County this would indicate that over 8500 columns are structurally deficient.

At the current rate of replacement, it will take around 10 years to identify and replace those lighting columns that would fail a structural test if carried out today.

Network Management Duty

Setting Objectives, Local Indicators and Monitoring

The Traffic Management Act 2004 places a new duty of Network Management on all local authorities. Section 16 of the Traffic Management Act sets out the following objectives:-
(a) securing the expeditious movement of traffic on the authority’s road network
(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

The Council has joined with twelve other highway authorities in the North East of England and appointed consultant Halcrow to assist in the development of a Network Management Plan Template. The objectives of the above Plan which complemented LTP2 objectives are as follows:- Objective 1 – support the delivery of the LTP2
Objective 2 – ensure good accessibility to key services
Objective 3 – improve safety for all highway users
Objective 4 – enhance the natural and built environment
Objective 5 – reduce congestion
Objective 6 – assist in achieving the targets relating to bus patronage.
Objective 7 – Efficiency

Monitoring of the delivery of the network management duty is carried out using national and local performance indicators.

Public Bus Patronage BVPI 102 – Obj 6
Major Road Closures – Local Indicator BVPI 100 Traffic sensitive streets.
Traffic in Harrogate/Traffic in Scarborough/ Traffic in the North York Moors/ Traffic in the Yorkshire Dales/ School Travel – Local Indicators

Street Lighting

The replacement of damaged or dangerous street lighting columns is currently funded from Capital provided from the sale of North Yorkshire County Council Capital Assets. The County Council is committed to a 10 year plan replacement programme of defective concrete columns and has allocated £10million over this period. In order to enhance the replacement programme, the allocation is front end loaded.

Realistically, it is unlikely that steady state maintenance can be achieved on the Rights of Way network before 2010.

Current Legislation

The following will also be useful in meeting the requirements of the Act:
• The New Roads and Street Works Act (1991) requires local authorities to produce a Street Works Register
• The 1992 Street Works Regulations which requires ‘road works’ to be registered in advance
• Highways Act (1980)/Town & Country Planning Act (1990) which encompasses a wide range of 3rd party activities, including erecting scaffolding, storage of builder’s materials and skips etc,

**Appropriate Management Structure**
The exiting management structure has been progressively developed to provide a combination of central strategy, policy and support services to assist delivery on a decentralised basis via seven areas and two agent authorities. The integration of the Traffic Manager into the existing structure together with the Network Management Plan will assist the Council to discharge the duty through the expeditious use of existing systems.

**Permanent Traffic Manager**
The key personnel within the authority’s structure are as shown in figure 1 below:-

**Figure 1 - Key Personnel**

A North of England Traffic Managers Group and a Yorkshire and Humberside Traffic Managers Group have been established with the remit of sharing best practice and providing a regional aspect of network management. One of the benefits of the collaborative approach is the efficient use of external support (Halcrow) to prepare a template Network Management Plan which will assist the Traffic Manager and other staff in the discharge of duties under the Traffic Management Act.

**Co-ordinating and Planning Works and Known Events**
Three groups of activities that can cause congestion if poorly co-ordinated during their execution or that could result in long term problems if insufficient provision is included during their inception:-
1. Operational Activities
2. Planned Activities
3. Unplanned Events

**1. Operational Activities**
A list of operational activities (not necessarily exclusive) has been established for management co-ordination:-
• street works – statutory undertakers
• highway works – council or developers
• NRNSWA licensed activities – private apparatus
• Highways Act 1980 licensed activities – skips, scaffolds and hoardings, building materials and street cafes.
• Traffic Regulation Orders – Road Traffic Regulation Act 1984
• road closures
• abnormal load movements - Amendments to existing or identification of new Abnormal Load routes will take into consideration current and evolving Traffic Management Policies and Strategies.
• refuse collection
• parking enforcement - The Traffic Manager will review all current Traffic Regulation Orders in light of the new Traffic Management hierarchy and will have ongoing input into Traffic Regulation Order amendments
The Council shall lead by example and apply the principles of parity in terms of co-ordination and enforcement.

**Congestion Toolkit of Measures**
We have already prepared a toolkit of measures designed to tackle localized congestion problems, and more widely to ensure the efficiency of all road users. It also includes measures like alternative and diversionary routes amongst others to ensure free flow of pedestrian traffic on footways. See Annex D for more details.

**Network Definitions & Hierarchy**
Our network is currently defined in line with the Well – maintained Highways Code of Practice for Highway Maintenance Management, we have also developed the following:
- a footway hierarchy in line with the same Code;
- a cycleway hierarchy;
- a further definition exists in terms of Winter Service. The Council recognizes the importance that this classification will play if network management is to be successful.
- Highway Maintenance Plan (HMP) - The Plan includes activities such as the frequency of highway inspections, the frequency and type of routine and cyclic maintenance activities and will aid the further development of service standards, intervention levels and fit for purpose operational specifications. The HMP forms part of the LTP2 as Annex D.

**2. Planned Activities**
Planned events can include but are limited to:-
- markets
- sporting events
- carnivals
- parades
- demonstrations
- farming and horticultural events
- holiday/tourist events/locations

Co-ordination and communication by the Traffic Manager shall ensure temporary changes to the hierarchy are expedited to minimise congestion.

**3. Unplanned Events**
The occurrence of unplanned incidents can include but are not limited to:-
- road traffic accidents
- broken down vehicles
- motorway/trunk road diversion routes
- debris or fuel spillage on the road
- failure of the carriageway
- failure of utilities apparatus
- closure due to dangerous structure adjacent to the highway
- emergency repair to utilities apparatus
- weather events –
  - snow/ice - the Winter Service Plan identifies its priorities in terms of the treatment of the network in times of snow and ice conditions.
  - Flooding/ High winds
- major incidents – road closures
- security alerts

The Traffic Manager has contingency plans and winter service plans to deal with such occurrences.

**Ensuring Parity with Utility Companies**
Since the implementation of NRSWA 1991, progressive changes have been pursued to align highway works with utility street works. Forward planning co-ordination and notification under the legislation for highway works have been progressed to ensure system completeness. A streetworks inspection team based at local offices around the County enforces the spirit of the Act across all parties occupying the highway.

**Contingency Planning for Unknown Events**
The Council has diversionary plans developed by North Yorkshire Police in conjunction with the Highways Agency for the A 1/A 1(M) Great North Road. It is intended to update and extend these diversionary route plans to all core motorways, trunk roads and principal roads. The Council was invited during 2005 by Highways Agency/ Halcrow to participate in the development of a national protocol for diversionary routes.

**Working with all Stakeholders – Internal and External**
Both central and decentralised (areas and agents) parts of the highway authority's functions are conversant with the requirements of network management duty.

The Traffic Manager will establish a list of third party stakeholders in the area which includes companies, authorities or organisations with activities that could potentially result in significant fluctuations in motorised or pedestrian traffic.

Interaction with the Highways Agency on network management issues takes place on a regular basis with a liaison group meeting, and regular contact on a central and local basis.

**Tackling Congestion in step with National Policy**
North Yorkshire County Council is a rural local authority and does not contain large urban conurbations in excess of 250,000 population. However, local congestion can occur in both urban and rural locations. Objective 4 (Congestion) of this Plan appraises the current identified issues and presents the approach taken by the organisation to address the problem.

**Minimising Disruption on Different Networks**
Pedestrians

Improved co-ordination arrangements to integrate routine maintenance and improvement works has ensured that all highway authority work is programmed along with utility work to minimise disruption to pedestrians. The development of future works programmes will continue to enhance a streamlined delivery of this service.

Though the County Councils drive to mainstream equalities the loss of footway availability due to temporary signage has been identified as an area of concern. This has now been highlighted as an issue for both the streetworks inspection team and the highway operations unit.

Parking and over-run of footways has also been identified as an issue which the authority together with the Police will endeavour to discourage through liaison, negotiation and enforcement.
Cyclists
Maintaining cycleways in fit for purpose condition will continue to be the objective of the highway authority. Poor utility reinstatements and hedge cutting activities cause distress to cyclists who rightly expect a high quality and safe surface condition. Regulatory control of third parties, utilities and highway operations remains a high priority.

Bus Transport
Earlier notification of disruption and diversion to the network is intended to ensure that the bus operators can adapt timetables and also agree the contractual implications with the client. The restructure of the County Council Highway services has enhanced this area with the Head of Integrated Passenger Traffic reporting to the Traffic Manager.

Freight
The freight quality partnership process will be utilised to agree appropriate lorry routes in future. These preferred HCV routes will be confirmed at regional level. The carriageway hierarchy will ensure that these routes are maintained to a high standard and meet expectation in terms of width, clearance, signage and carriageway condition.

Providing Information
NRSWA
The Council has gained considerable experience in liaison, co-ordination and information provision since the establishment of the New Roads and Streetworks Act.

The County Council hold co-ordination group meetings on a quarterly basis to discuss a range of network related topics. Local coordination meetings are identified as a consequence of the release of works programme information so that individual detailed works programmes are developed in full.

Following co-ordination meetings a range of network related topics are considered. The subsequent schedule of works for road purposes is produced following detailed discussions between the Client, the Engineering Consultancy and the Council’s Highway Maintenance Contractor (Chapter 8 provides details of the organisational structure of Highways North Yorkshire) to which is added the submissions of all contributing Utility Companies and where possible, third party information consultation with all parties. As part of our Network Management role, we will introduce performance monitoring of the planning, coordination and implementation phases of all works affecting the network which will be reported both internally and externally through the formal quarterly coordination meetings referred to above.

The National Streetworks Gazetteer is maintained to Level 3 standard NSG. Accuracy and updating is in progress to ensure that the database is fit for purpose. Liaison with the District Councils within North Yorkshire is current as part of the National Land and Property Gazetteer development process.

Network Information on disruption is presented to the public via the Council’s website. This information is updated regularly to provide an important service to the public.

We will continue to undertake annual detailed traffic counts across elements of the network in order to monitor traffic growth.
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Transport Asset Management Plan – Progress Report

Introduction
The foundations of the Transport Asset Management Plan are:
- A defined hierarchy for all elements of the network
- A robust framework of policies and objectives for the service
- A detailed inventory of all relevant components of the asset

To be operationally effective these key components need to be supplemented by:
- A comprehensive management system for inspecting, recording, analysing, prioritising and programming all maintenance works.

A Defined Hierarchy For All Elements Of The Network
Work commenced during 2004/5 to establish a highway maintenance network hierarchy for all carriageways, footways and cycleways. This element of the project will be substantially complete by December 2005.

A network hierarchy is a means of classifying the highway network, including footways and cycleways. The classification is based upon traffic flows, risk assessment and the role of the section of carriageway, footway, or cycleway within the network.

The hierarchy is the foundation of a coherent, consistent and auditable maintenance strategy, and is fundamental in determining policy priorities. It is the link between maintenance policy and implementation and will assist in determining standards for design and new construction.

It is important that the hierarchies are regularly reviewed to reflect changes in network characteristics and use so that maintenance policies, practices and standards reflect the actual use of the network. The hierarchy will be reviewed annually, however some changes to the network, e.g. maintenance works involving lengthy closures and diversions, may have an immediate effect, and a local review will be necessary at the time of the change.

The aim of the network hierarchy is to:
- Facilitate programmes of inspections to ensure the County Council complies with its statutory duties
- Allocate available resources according to the importance of the road within the network
- Set policies and standards according to the importance of the road within the network

A Robust Framework Of Policies and Objectives For The Service

Bridges and Other Structures
The objective for structural maintenance of bridges and other structures is to reduce the backlog of maintenance required and to increase the serviceability of the structures. We believe that by targeting specific items of maintenance we will extend the service life of much of our older stock and for the newer structures, reduce the need for extensive repair.

Highways
We have developed a Highway Maintenance Management Plan that defines a Network Hierarchy. This forms the foundation upon which all maintenance functions and activities are based. Such activities include the frequency of highway inspections, the frequency and type of routine and cyclic maintenance activities and will aid the further development of service standards, intervention levels and fit for purpose operational specifications.

For both performance monitoring and operational purposes, we undertake extensive Network Condition Monitoring surveys. The outcomes of the technical analysis of this data allows not only network condition modeling to be undertaken but also the refinement of maintenance strategies that contribute to achieving the key objectives of reducing or halting the general rate of deterioration across the network. At the same time it also reduces the maintenance backlog and improves the scheme identification process.

The development of asset management and its ethos of whole life costing, options appraisal and economic assessment will ensure that maintenance strategies contribute and support the other integrated transport initiatives within the LTP, which will in turn support the objectives of asset management.

A Detailed Inventory Of All Relevant Components Of The Asset

Bridges and Other Structures
This work has already commenced. Our work with Bridge Condition Indicators and the Asset Register for Structures is already building a data set of information, which will be held electronically enhancing the current paper version.

Highways
We will commence work on collecting Highways inventory data in 2006. Inventory data collection was included within the 3 year data collection contract awarded to consultants in April 2004. The options available include both machine and manual (i.e. walked) data collection surveys.

Street Lighting, Traffic Signals and Illuminated Signs
This work is well developed and progress has been reported in the previous Annual Progress Reports for LTP1.

A Comprehensive Management System for Inspecting, Recording, Analysing, Prioritising and Programming all Maintenance Works. – Highway Maintenance Management Information System (HMMIS)

The existing system of programming works is based upon a risk assessment method, which ranks the works against all the others on a numerical and alpha scale. The factors used in this method will continue to be used in a similar formulaic equation, which is currently being developed for LTP2.

We will deliver a web enabled Highway Maintenance Management Information System (HMMIS) which will serve both the directly maintained areas and the two Agency areas of Harrogate and Scarborough.

The Council’s preferred software is ‘Highways’ by the EXOR Corporation; the system has as a database management system an Oracle Database that is also used as the corporate financial database.
This initiative alone will act as a catalyst for the implementation of electronic data collection and analysis in support of routine and cyclic maintenance activities, highway and streetworks inspections, accident investigation, bridges/structures and street lighting maintenance. It will provide a database for the management of service enquiries.

Bridges and Other Structures
To enhance and assist in the management of bridges and culverts (with spans greater than 1.5 metres and retaining wall) we are currently installing a new programmable database. This will be utilised as a tool for programming inspections and maintenance, and will be developed to consider the various cost options for maintenance programmes.

Corporate Improvements in ICT and Public Information Systems
The recent roll out of the Corporate web-site will enable appropriate information to be made more readily available to both Members and members of the public e.g. road works, temporary traffic diversions, passenger transport information etc.

The NYCC Approach
Work began during summer 2005 to develop a Transport Asset Management Plan (TAMP). It is the intention that the TAMP will be developed and adopted by the County Council during the life of LTP2.

Discussions with neighbouring authorities, Durham and Northumberland County Council resulted in a commission with OPUS International Consultants to facilitate a programme of seven workshops covering the full scope of TAMP activities on a shared basis and additional support for the North East Counties Asset Management Group.

The workshop scope was as follows:-
1. Background/ Overview
2. Structure of Document and Data Needs
3. Levels of Service and Performance Reporting
4. Whole Life Costing and Lifecycle Plans
5. Process Evaluation and Risk Management
6. Forward Work Programme and Valuation
7. Overall Review and Improvement Action Plan

A web site has been established and an agreed inventory structure has been populated with current data. This initial task has identified gaps in the database.

Lifecycle Plans are under development for the following list of asset groups:-
1. Carriageways
2. Footways
3. Cycleways
4. Drainage
5. Lighting
6. Lit Signs
7. Un-lit Signs
8. Barriers and Street Furniture
9. Safety Fences
10. Structures
11. Traffic Signs and Matrix Signs
12. Winter Maintenance
13. Trees and Planted Areas
14. Verges
15. Fences, Hedges and Boundary Markers
16. Road Markings and Studs
17. Public Rights of Way
18. Crossings

An appraisal of the corporate risk management process is underway with a view to developing a risk register and risk management protocol specifically for this TAMP.

Asset Valuation.
The Yorkshire and Humber Regional highway authorities have formed a Highway Asset Valuation Group. Highway Assets have been divided into three broad sub groups of Roads, Lighting and Structures. North Yorkshire County Council has been asked to participate in a similar group covering the North of England Authorities. Development has centred on the standardisation of the calculation of Gross Replacement Cost and Depreciated Replacement Cost.

The asset valuation process emphasises importance in monetary terms and hence the need for effective maintenance and calculates consumption which represents the cost of the use of the assets in delivering public services and is an indicator of stewardship and preservation.

Asset valuation also meets the requirements of Whole of Government Accounts by:-
• promotion of greater accountability, transparency and improved stewardship of public finances
• provide a systematic link between levels of service, budgets, asset consumption and asset restoration
• apportion assets over the years in which they are consumed in the provision of services
• providing a monetary value to report in the balance sheet.

The County Council has acknowledged the importance of the TAMP and has through the Transport and Telecommunications Overview and Scrutiny Committee undertaken to facilitate its development. Following an introductory seminar and facilitated workshop in January 2006 the committee has identified that it wishes to participate in the development of a process model to identify service options. These service standards are defined within the level of service section of the TAMP and require details of:
• Current service standards,
• Current budget requirements
• Current customer satisfaction levels
• Customer requirements/ demands

The process to be developed is the methodology of involving elected members, stakeholders and officers in an engagement process. From this process between three and six service options can be derived, each of which would identify the service standard, the budget required, the likely satisfaction level and how the service would be monitored for performance.

The intention of the committee is then to apply the resultant process model to the Council’s grass cutting service (urban and rural) as a pilot to its application to other policies.
Annex I

Targets and Indicators Methodology

March 2006
BVPI 223: Percentage of Principal Road Network where structural maintenance should be considered

**Proposed Target**
Reduce to 27% the length of poor condition principal road from the baseline by 2010/11.

**Baseline Year**
2005/06

**Baseline**
38%

**Trajectory**

The carriageway condition is monitored by undertaking a UKPMS accredited machine based SCANNER. The performance indicator is produced by processing the condition data using the designated rule set (Rules and Parameters) within a Tranche 3 accredited UKPMS. The report is a standard delivery report of the UKPMS software and contains details of the length of network surveyed together with the length contributing to the BVPI which is reported as a percentage.

**Monitoring Method**
The carriageway condition is monitored by undertaking a UKPMS accredited machine based SCANNER. The performance indicator is produced by processing the condition data using the designated rule set (Rules and Parameters) within a Tranche 3 accredited UKPMS. The report is a standard delivery report of the UKPMS software and contains details of the length of network surveyed together with the length contributing to the BVPI which is reported as a percentage.

**Associated LTP2 Objectives**
Safety, Congestion and Environment

**Evidence of Realism and Ambition**
The defects identified during data analysis can be improved by a variety of maintenance treatments and whilst some e.g. texture depth can be improved relatively cost effectively by programmes of surface dressing, wheel track rutting and cracking will require more extensive and therefore more expensive treatments. It is likely that early improvements will be aligned with road safety issues (in service skid resistance) whilst those undertaken later in the LTP2 period will become more structural in nature.

**Key Actions of County Council**
A broad range of defects are identified as a consequence of the SCANNER surveys (texture depth, longitudinal profile variance, left and right wheel track rutting and whole carriageway cracking). The County Council will continue to improve the analysis of condition data so that the available funds (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 network. The County Council will also continue to develop the Transport Asset Management Plan in conjunction with the delivery of LTP2 and improve the coordination of all transport related works programmes so that maintenance schemes can both support and give added value to initiatives arising from the evolving Service Centre Transportation Strategies.

**Key Actions of Partners**
The highways term contractor will need to ensure materials and labour force are in place to undertake the maintenance activities. Furthermore, contractors can help the County Council to identify efficiency savings.

**Principal Risks**
The main risks to achieving this target are adverse weather conditions which can accelerate deterioration, insufficient funding and the rising cost of materials.

**Mitigation**
To mitigate these risks regular inspections will be made to minimise the impacts of unforeseen maintenance work on target delivery. Furthermore, the efficiency in our maintenance programme will be improved to counteract cost increases. A proactive approach will be also be taken to maintenance.
BVPI 224b: Percentage of the Unclassified Road network where structural maintenance should be considered

Proposed Target
To reduce to 15% the length of poor condition non-principal unclassified road from the baseline by 2010/11.

Baseline Year
2005/06

Baseline
21%

Trajectory

Monitoring Method
The carriageway condition is monitored by undertaking a UKPMS Coarse Visual Inspection carried out and audited by UKPMS accredited survey inspectors. The performance indicator is produced by processing the condition data using the designated rule set (Rules and Parameters) within a Tranche 3 accredited UKPMS. The report is a standard delivery report of the UKPMS software and contains details of the length of network surveyed and the length contributing to the BVPI which is reported as a percentage.

Associated LTP2 Objectives
Safety, Congestion and Environment

Evidence of Realism and Ambition
Because the survey covers 25% of the network per annum, a year on year detailed comparison is not possible. However, DfT are progressing with the requirement to produce a BVPI based upon a rolling average.

Key Actions of County Council
The County Council need to continue 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 day
to day management of the network.

The County Council will also continue to develop the Transport Asset Management Plan in conjunction with the delivery of LTP2 and improve the coordination of all transport related works programmes so that maintenance schemes can both support and give added value to initiatives arising from the evolving Service Centre Transportation Strategies.

Key Actions of Partners
The highways term contractor will need to ensure materials and labour force are in place to undertake the maintenance activities. Furthermore, contractors can help the County Council to identify efficiency savings.

Principal Risks
The main risks to achieving this target are adverse weather conditions which can accelerate deterioration, insufficient funding and the rising cost of materials.

Mitigation
To mitigate these risks regular inspections will be made to minimise the impacts of unforeseen maintenance work on target delivery. Furthermore, the efficiency in our maintenance programme will be improved to counteract cost increases.
**BVPI 99a: Total Killed Seriously Injured (KSI) Casualties**

**Proposed Target**
To reduce total KSI casualties by 40% by 2010 compared with the baseline (622).

**Baseline Year**
1994-98 (average)

**Baseline**
1037

**Trajectory**

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**Monitoring Method**
Casualty data is supplied by North Yorkshire Police from the “Stats19” database. The Officer Working Group of the York and North Yorkshire Road Safety Partnership are to meet regularly to review progress against the casualty reduction targets and to ensure progress is made in implementing the Road Safety Strategy Action Plan.

**Associated LTP2 Objectives**
Safety

**Evidence of Realism and Ambition**
In North Yorkshire the number of deaths and serious injuries had fallen 32% by 2004 compared to the 1994-98 average. The continuation of engineering improvements along with publicity campaigns is having a positive effect on accident reduction. The high profile enforcement operation developed in partnership with North Yorkshire Police is one such example, which led to 66 less motorcycle accidents in 2004 compared to 2003. We expect that with the planned programme of safety schemes delivered through the “95 Alive” Road Safety Partnership and Strategy that the number of deaths and serious injuries will continue to decline.

**Key Actions of County Council**
The “95 Alive” (York and North Yorkshire) Road Safety Partnership are to implement the road safety strategy and its associated action plan. As part of the partnership the County Council will be involved in 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.

**Key Actions of Partners**
To meet this target the partners of the “95 Alive” Road Safety Partnership must remain committed and fulfil their roles in implementing the Road Safety Strategy and associated action plan.

**Principal Risks**
It is not clear whether the existing rate of reduction in KSI’s can be sustained. It is likely that more resources will be needed to achieve similar levels of reduction.

A further risk to the achievement of this target is the forecast increase in traffic growth.

**Mitigation**
The risks will be mitigated by through coordinated action amongst partner organisations including North Yorkshire Police, City of York Council and the Highways Agency. This partnership working should maximise the benefits of the interventions made with respect to casualty reduction.
BVPI 99b: Total Child Killed Seriously Injured (KSI) Casualties

Proposed Target
To reduce child total KSI casualties by 60% by 2010 compared with the baseline of 1994-98. (43)

Baseline Year
1994-98

Baseline
108

Trajectory

Monitoring Method
Casualty data is supplied by North Yorkshire Police from the “Stats19” database. The Officer Working Group of the York and North Yorkshire Road Safety Partnership are to meet regularly to review progress against the casualty reduction targets and to ensure progress is made in implementing the Road Safety Strategy Action Plan.

Associated LTP2 Objectives
Safety

Evidence of Realism and Ambition
Although there was a slight rise in the number of child KSI’s in 2004 compared with 2003, the total is still 51% below the 1994-98 baseline average. We believe the measures to be provided and the education programme involving schools, midwives, social service staff and child minders will help in further reducing child KSI’s. This target has already been stretched to 60% in 2002/03 from 50% due to the good progress that has been made and is more than the recommended Government target.

Key Actions of County Council
The “95 Alive” Road Safety Partnership are to implement the road safety strategy and its associated action plan. As part of the partnership the County Council will be involved in targeted interventions relating to child casualties e.g. seat belt wearing, the Think! Campaign of education and awareness activities and cycle and pedestrian training.

Key Actions of Partners
To meet this target the partners of the “95 Alive” Road Safety Partnership must remain committed and fulfil their roles in implementing the Road Safety Strategy and associated action plan.

Principal Risks
One of the principal risks is the difficulty in positively affecting the small number of accidents which are also likely to be subject to significant fluctuation.

Furthermore, the encouragement of walking and cycling, particularly for school journeys, without associated road safety measures could also result in higher numbers of child casualties.

In addition, the progress on this target is also dependent on close working with key partners such as the Police.

Mitigation
It is only by taking a coordinated approach involving engineering measures, changing attitudes and Police enforcement that can we reduce the risk of and extent of accidents involving children.
BVPI 99c: Total Slight Casualties

Proposed Target
To maintain the 1994-98 annualised level of total slight casualties to 2010. (2947)

Baseline Year
1994-98

Baseline
2947

Trajectory

Monitoring Method
Casualty data is supplied by North Yorkshire Police from the “Stats19” database. The Officer Working Group of the York and North Yorkshire Road Safety Partnership are to meet regularly to review progress against the casualty reduction targets and to ensure progress is made in implementing the Road Safety Strategy Action Plan.

Associated LTP2 Objectives
Safety

Evidence of Realism and Ambition
The number of slight casualties has fallen in recent years to below the target level despite a continued rise in traffic levels. This good progress needs to continue, although as further efforts to reduce KSI’s take effect and traffic levels continue to increase there may be an associated rise in the number of slight casualties which will need to be controlled.

Key Actions of County Council
The York and North Yorkshire Road Safety Partnership are to implement the road safety strategy and its associated action plan. As part of the partnership the County Council will be involved in targeted interventions relating to seat belts 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.

Key Actions of Partners
To meet this target the partners of the York and North Yorkshire Road Safety Partnership must remain committed and fulfil their roles in implementing the Road Safety Strategy and associated action plan.

Principal Risks
The major risk to this target is likely to be the overall traffic growth, particularly if it increases above the forecast levels. Casualties are linked to the exposure to risk and more traffic is likely to result in more collisions. Furthermore, road safety improvements could reduce the severity of KSI’s leading to an increase in slight casualties.

Mitigation
The risks will be managed by continuous monitoring of accident patterns and the road safety implementation programme to enable expenditure to be focussed where needed.
BVPI 102: Bus Patronage

Proposed Target
To increase passenger numbers by 6% above the baseline by 2010/11.

Baseline Year
2003/04

Baseline
16.1 million passengers journeys

Trajectory

Monitoring Method
Data is provided by all bus operators annually. Additionally, data will be collected from the 4 largest operators on a quarterly basis.

Associated LTP2 Objectives
Accessibility, Congestion and Environment

Evidence of Realism and Ambition
This target and trajectory is set against a back drop of considerable increase in bus patronage in targeted locations during LTP 1. This was a result of considerable investment by both bus operators and NYCC in new buses, infrastructure including new bus stations, shelters at many bus stops and raised kerbs for improved accessibility. However, in the County as a whole patronage fell slightly, in line with a fall in patronage nationally outside of London.

Over the next five years schemes will be developed to support the shared priorities. This will mean a change in emphasis to schemes which improve accessibility and support a reduction in congestion amongst other aims. However, there is likely to be some de-registration of commercial operators and the forced withdrawal of some subsidised services during the LTP2 period due to the rising costs of provision.

Key Actions of County Council
It will be necessary for the County Council to implement the Bus Strategy and Bus Information Strategy included in Annexes E and F. These strategies outline a range of measures which the County Council will undertake to improve bus services and infrastructure in partnership with operators. Such improvements include bus priority measures, quality bus partnerships, improvements to bus stops/bus stations, Punctuality Improvement Plans and improved information provision. We will also seek ways to support smaller operators and investigate options for driver training.

Key Actions of Partners
Bus operators will need to work with the County Council to implement the measures outlined in the Bus Strategy and Bus Information Strategy.

Principal Risks
The principal risk in achieving this target will be the rising cost of providing bus services in the commercial sector and constant pressure on revenue budgets which provide the main funding for public transport. Further risks include:

- Other significant sources of funding for experimental services no longer being available e.g. Rural Bus Challenge.
- Cost increases for commercial operators which could limit their investment and cause some services to be de-registered.
- Smaller bus operating companies going out of business or closing for other reasons.
- Driver shortages reducing the reliability of services
- Increasing congestion reducing the reliability of services
- A downturn in the tourist market as a result of poor weather or other influences.

Mitigation
We will monitor passenger figures with quarterly data from the 4 large bus operators in the county to get early indication of trends and manage the risk in partnership with bus operators.
BVPI 104: Satisfaction with Local Bus Services

Proposed Target
70% satisfaction with local bus services by 2009/10 compared with the baseline and to remain in the upper quartile of English Local Authorities.

Baseline Year
2003/04

Baseline
66%

Trajectory

Monitoring Method
User satisfaction measured through a Countywide triennial household survey with additional monitoring through an annual Citizens Panel survey.

Associated LTP2 Objectives
Congestion, Accessibility and Environment

Evidence of Realism and Ambition
In the past four years, the quality of bus services provided has increased significantly. A number of operators have invested heavily in high quality accessible vehicles for those services which are provided commercially. The County Council has tried to ensure that this quality is matched on contract services where this is the main all day service for an area by introducing Premier Specification Contracts. Bus infrastructure improvements have also been undertaken in specific locations with the provision of high quality bus stations, improved waiting and timetable facilities at bus stops and low floor boarders. At the same time we have introduced comprehensive publicity about all public transport services by providing area timetable books, route maps and telephone and internet enquiry services.

Current progress that has already been made, has taken us to 66% which is in the upper quartile of all Authorities. The bus strategy identifies where improvements can be made and it is felt that if these are implemented in partnership with bus operators significant improvements in satisfaction levels will result.

Key Actions of County Council
An extensive range of measures have been put forward as part of the Bus Strategy contained in Annex E. These include, bus priority measures, quality bus partnerships, continued improvements to bus stops/bus stations, Punctuality Improvement Plans and improved information provision implemented in accordance with the Bus Information Strategy contained in Annex F.

Key Actions of Partners
The local bus operators need to improve reliability of services, increase service frequencies and continue to improve the quality of their vehicles. In addition to this they will need to improve information, ticketing and marketing of bus services in line with the aspirations contained within the Bus Strategy and Bus Information Strategy of the County Council.

Principal Risks
The principal risk to the achievement of this target is the failure of bus operators to maintain the required service quality. Other risks include:

- A lack of capital funding to enable improvements to be carried out.
- Cost increases for commercial operators which could be passed on to passengers through the fare box. They could also limit investment and cause some services to be de-registered.
- The rising cost of supporting bus services and the continual threat of cuts to subsidised services.

Mitigation
This risk will be managed by monitoring progress on an annual basis through citizens’ panel surveys allowing early action to be taken if an adverse trend is shown and by working closely with local bus operators.
BVPI 187: Percentage of the category 1, 1a and 2 footway network where structural maintenance should be considered

Proposed Target
Reduce to 8% the length of poor condition footway by 2010/11 from the baseline.

Baseline Year
2003/04

Baseline
24%

Trajectory

Monitoring Method
The footway condition is monitored by undertaking a UKPMS Detailed Visual Inspection carried out and audited by a UKPMS accredited survey inspector. The performance indicator is produced by processing the condition data using the designated rule set (Rules and Parameters) within a Tranche 3 accredited UKPMS. The report is a standard delivery report of the UKPMS software and contains details of the length of network surveyed and the length contributing to the BVPI which is reported as a percentage.

Associated LTP2 Objectives
Safety, Congestion and Environment

Evidence of Realism and Ambition
The County Council has developed a categorised Highway Network covering both carriageways and footways based upon usage, this network will be subject to periodic review to reflect changes in use / modal shift etc. It is acknowledged therefore that over time the Network length analysed for this BVPI will change. As the survey covers 50% of the network per annum a year on year detailed comparison is not possible however given the overall network length it may be viable to undertake the DVI survey upon completion of an intensive works programme undertaken in the early part of the financial year.

Key Actions of County Council
To continue 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 footway schemes but also on programmes of minor repairs (reactive maintenance) undertaken as part of the day to day management of the network.

To continue to develop the Transport Asset Management Plan in conjunction with the delivery of LTP2.

To continue to improve the coordination of all transport related works programmes so that maintenance schemes can both support and give added value to initiatives arising from the evolving Service Centre Transportation Strategies including Pedestrian Action Plans.

Key Actions of Partners
The highways term contractor will need to ensure the materials and labour force are in place to undertake the footway maintenance required. Furthermore, contractors can help the County Council to identify efficiency savings.

Principal Risks
The condition of footways is particularly at risk from vehicle overrun/footway parking, deterioration due to extreme weather, insufficient funding and the rising cost of materials. Furthermore, if more focus is paid to repairing high use routes, this could increase both the maintenance backlog and the overall rate of deterioration of less used footways.

Mitigation
To overcome these risks safety inspections will be undertaken on a monthly basis to ensure user safety.

In addition, Service Centre Transportation Strategies will ensure there are adequate loading and unloading facilities and that decriminalised parking enforcement powers are used effectively to enforce loading and unloading activities. Furthermore, the efficiency in our maintenance programme will be improved to counteract cost increases.
LTP1: Accessibility

Proposed Target
To increase the number of community transport mini bus passengers by 50% with Futurebuilders or 25% without Futurebuilders by 2010/11.

Baseline Year
2004/05

Baseline
133,479 minibus journeys

Trajectory

Monitoring Method
Current Method: Currently, community transport passenger numbers have not been routinely and consistently collected by operating organisations across the County. The baseline figures relate only to community transport minibus passengers in the Harrogate, Craven and Ryedale Districts where figures have been available.

Proposed Method: It is intended to introduce a monitoring methodology and extend the collection of data to include operating organisations across the County. It may be necessary to set a new baseline and target once data from this becomes available.

Associated LTP2 Objectives
Accessibility and Quality of Life

Evidence of Realism and Ambition
In recent years the number of community transport passengers has been steadily increasing. Community Transport will be increasingly important throughout the life of LTP2 as a delivery mechanism within the emerging accessibility strategy and through allocated funding for the delivery of a community transport strategy.

Key Actions of County Council
To work with operating organisations to help extend their services as part of the accessibility strategy. To introduce a consistent monitoring methodology and coordinate the collection of data. To support voluntary community transport organisations. To investigate opportunities for volunteer recruitment.

Key Actions of Partners
To cooperate with the local authority in the collection of passenger information.

Principal Risks
Pressure on funding both revenue and capital, increasing operating transport costs, demand exceeding supply for community transport possibly due to a lack of volunteer drivers and closure of voluntary services

Mitigation
Close monitoring of targets to obtain an early indication of trends and, where these are adverse, managing the risk by working closely with the voluntary sector.
LTP2: Change in Area Wide Road Traffic

Proposed Target
To limit traffic growth to 1.5% per annum.

Baseline Year
2004

Baseline
4661 million vehicle kilometres (excludes trunk roads)

Trajectory

Monitoring Method
The data compiled by DfT to provide estimates of total motor vehicle traffic for each local authority in Great Britain will be utilised to monitor this indicator. These tables show annual million vehicle kilometres and are updated annually in the summer.

Associated LTP2 Objectives
Congestion and Environment

Evidence of Realism and Ambition
The County Council has developed and will develop, as part of the Service Centre Transportation Strategies provisions for alternatives to car travel and demand management in urban areas. Integrated Transport Strategies have also been devised for the major urban areas of Harrogate and Knaresborough, and Scarborough. Active traffic management within these areas should help to reduce the rate of local traffic growth. However, for many people outside of the urban areas, particularly within remote rural areas, the car will remain the preferred mode of travel and will continue to drive traffic growth in North Yorkshire as a whole.

Key Actions of County Council
The County Council will need to take forward the Integrated Transport Strategies that have been drawn up for Harrogate and Knaresborough, and Scarborough. Furthermore, the County Council will need to work with the local planning authorities to ensure land use developments are located appropriately and that planning consent is granted upon thorough consideration of traffic and accessibility impact.

In addition the authority will continue to work with bus operators to improve public transport and promote its use along with other sustainable transport modes.

Parking policy will also need to be adhered to and enforced to discourage private car use in the major urban areas where there are viable alternative transport modes. Parking policy will also be reviewed by the County Council in conjunction with the District Councils and National Park Authorities.

Key Actions of Partners
Key organisations/companies which generate significant levels of travel demand need to implement and monitor travel plan initiatives to reduce the number (and length) of car journeys. District Councils will need to support the transport strategy by only giving planning consent for new developments which are in locations that can realistically be served by public transport, cycling and walking. District Councils also need to support the Service Centre Transportation Strategies that are drawn up during the LTP period. Furthermore, Primary Care Trusts need to promote the health agenda and encourage walking and cycling.

Bus operators will need to ensure there are available resources to operate and improve the quality and frequency of services.

Principal Risks
There are several risks which mainly lie outside of the control of the County Council. These include:
- National economic factors and fiscal policy which continue to encourage private car use.
- Bus operator costs rising and at a faster rate than motoring costs.
- Higher rate of population and employment growth leading to higher than predicted increases in car ownership.
- Actions to encourage modal shift are unsuccessful

Mitigation
Continue to work with the District Planning authorities to encourage developments in locations which can be served by modes other than the private car.
LTP3: Annualised Index of Cycling Trips

**Proposed Target**
To increase the number of cycling trips by 1% per annum.

**Baseline Year**
2003/04

**Baseline**
100 index (1136)

**Trajectory**

![Graph showing the index and trajectory of cycling trips](image)

**Monitoring Method**
Current Method: To date, counts have been undertaken based on a limited number of days per year at four sites around 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. Therefore a new monitoring methodology has recently been put in place.

A core network of permanent automatic cycle counters has recently been installed at the sites listed below, and it is envisaged that additional sites may be added in future years as cycle networks develop. As data becomes available from the new count sites, the index will be re-based:

- C321 Milford Road, Sherburn in Elmet
- B1222 Moor Lane, Sherburn in Elmet
- A166 Scoreby Lane, Stamford Bridge
- A6136 Catterick Road, Colburn
- A6136 Richmond Road, Catterick
- A171 Mayfield Road, Whitby
- u/c North Prom, Whitby
- u/c Oatlands Drive, Harrogate
- A61 Market Place, Thirsk
- A1039 Muston Road, Filey
- A171 Scalby Road, Scarborough
- A64 Seamer Road, Scarborough
- B6162 Otley Road, Harrogate
- u/c Northallerton Road, Brompton
- A61 Station Road, Thirsk

**Associated LTP2 Objectives**
All

**Evidence of Realism and Ambition**
Historic count data indicates that the number of cycling trips has fluctuated considerably in recent years at the four sites. However, overall there has been a rising trend. Cycle plans have been developed as part of the existing town centre traffic management strategies, the schemes identified gradually being put in place. Implementation of these cycle plans will continue and new plans will be drawn up as part of the evolving Service Centre Transportation Strategies. The target aims to introduce a more consistent increase in cycling as a result of these. Further increases in the number of cycling trips are also likely to be achieved through the continued development of school and workplace travel plans and publicity.

**Key Actions of County Council**
The County Council will continue to develop quality cycling facilities and routes through the Service Centre Transportation Strategies. Cycle usage will be promoted through school and company travel plans, training, marketing and appropriate publications. The County Council will also work with SUSTRANS to implement the National Cycle Network and with the National Parks, particularly where the cycle routes meet LTP2 objectives.

**Key Actions of Partners**
Cycling and community groups need to actively participate in Service Centre Transportation Strategies. Furthermore, schools and larger workplaces will also need to adopt and implement travel plans which include cycle training, bicycle parking facilities and other incentives. In addition, SUSTRANS and the National Parks need to continue developing their respective cycle networks.

**Principal Risks**
The following risks have been identified:
- Failure to complete schemes designed to remove perceived barriers to cycling.
- New schemes do not have the desired impact on cycling.
- High profile cycle accidents and continued traffic growth which both discourage cycling.
- Improvements in public transport attracting cyclists and causing a reduction in cycling numbers.
- Poor weather conditions.

**Mitigation**
The risks will be mitigated by consultation with local people and cycling groups as part of Service Centre Transportation Strategies. Funding will be allocated to the implementation of cycling schemes. Full routes, rather than fragmented schemes will be put in place through the Service Centre Transportation Strategies.
LTP5: Bus Punctuality

Proposed Target
To be set once baseline is established.

Baseline Year
2006/07

Baseline
To be set during 2006/07

Trajectory
To be set after baseline and target have been established

Monitoring Method
Punctuality data has not historically been collated by the County Council. However, it is intended to collect detailed punctuality data using the following methodology. Quality Commercial Routes or Premier Specification Routes will be monitored by survey staff at regular time intervals throughout the year. These routes have been selected as they cover a variety of geographical areas, are directly influenced by LTP2 actions and coincide with the routes monitored for two additional local indicators. The survey staff will measure departure times from the key bus stations, selected timing points and at some intermediate points. For cross boundary services additional data will be collected at the first timing point in North Yorkshire.

Associated LTP2 Objectives
Accessibility, Congestion and Environment

Evidence of Realism and Ambition
The County is rural in nature and therefore delays to bus services are less common than in other local authorities. Congestion, which adversely affects the reliability and punctuality of bus journeys only occurs at isolated points in the network and in the major settlements of Harrogate and Scarborough. It is therefore believed that a relatively stretching target is realistic and challenging.

Key Actions of County Council
The County Council will deliver schemes that will tackle the causes of delay to buses on the highway network including implementing bus priority measures and enforcing on-street parking regulations (especially in Harrogate and Scarborough). Furthermore, the County Council will work with bus operators to develop and monitor Punctuality Improvement Plans (PIPs). Where roadworks are planned, priority will be given to minimising disruption to bus services and passengers by ensuring adequate notice for and consultation with bus operators.

Key Actions of Partners
Bus operators need to employ and retain adequate numbers of drivers, ensure vehicles are regularly maintained and that schedules are reasonable to ensure timetables are met. Operators will also have to make data available to the County Council to enable accurate monitoring. They will also need to invest in equipment to support bus priority measures and commit to Punctuality Improvement Plans, where necessary.

Principal Risks
The principal risks include:
- Driver or vehicle shortages and a lack of flexibility in the system.
- Rising levels of congestion, which delay buses.
- Delays to services which originate outside of the County boundary.
- Roadworks.

Mitigation
These risks will be managed through partnership working with operators to determine suitable timetables and the efficient scheduling of roadworks through the Traffic Management Act. Cooperation with neighbouring authorities will also be important.
Number of Fatalities

Proposed Target
To reduce the number of fatalities in York and North Yorkshire by a third by 2010.

Baseline Year
1999-2003 average

Baseline
85

Trajectory

Monitoring Method
Casualty data is supplied by North Yorkshire Police from the “Stats19” database. The Officer Working Group of the York and North Yorkshire Road Safety Partnership are to meet regularly to review progress against the casualty reduction targets and to ensure progress is made in implementing the Road Safety Strategy Action Plan.

Associated LTP2 Objectives
Safety

Evidence of Realism and Ambition
In North Yorkshire the number of deaths and serious injuries had fallen 32% by 2004 compared to the 1994-98 average. The year 2004 saw a reduction in fatal casualties of approximately 9% compared with 2003 and was the lowest number fatalities recorded since 1999. The continuation of engineering improvements along with publicity campaigns is having a positive effect on accident reduction. We expect that with the continuation of our programme of safety schemes the number of deaths will continue to decline.

Key Actions of County Council
The York and North Yorkshire Road Safety Partnership are to implement the road safety strategy and its associated action plan. As part of the partnership the County Council will be involved in targeted interventions relating to seat belts 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.

Key Actions of Partners
To meet this target the partners of the York and North Yorkshire Road Safety Partnership must remain committed and fulfil their roles in implementing the Road Safety Strategy and associated action plan. Of particular importance is for North Yorkshire Police to complete the analysis of the contributory factors in all fatal accidents in York and North Yorkshire between 1999 and 2003. The Officer Working Group will be analysing the outcome of this work which will help inform our work towards achieving the one third reduction in fatalities.

Principal Risks
One of the principal risks is the difficulty in positively affecting the small number of accidents which result in fatalities and are also likely to be subject to significant fluctuation.

It is not clear whether the current level of reduction of fatalities can be sustained. It is likely that more resources will be needed to achieve similar levels of reduction as the overall total continues to decline.

In addition, the progress on this target is also dependent on close working with key partners such as the Police.

Mitigation
The risks will be mitigated by through coordinated action amongst partner organisations including North Yorkshire Police, York City Council and the Highways Agency. This partnership working should maximise the benefits of the interventions made with respect to casualty reduction.
Bus Patronage on Quality Commercial Routes

Proposed Target
To increase patronage on the group of quality commercial routes by 30% by 2010/11.

Baseline Year
2003/04

Baseline
100 (index) - for confidentiality reasons

Trajectory

Monitoring Method
Data is provided by bus operators who operate services on the selected routes. These services include:

- 121
- 36
- 101/102
- 66/67
- 402/403

Associated LTP2 Objectives
Accessibility, Congestion and Environment

Evidence of Realism and Ambition
This target and trajectory is set against a back drop of considerable increase in bus patronage in targeted locations during LTP 1. This was a result of considerable investment in new infrastructure including new bus stations, shelters at many bus stops and raised kerbs for improved accessibility. The strong growth on the particular routes in question is likely to reach a plateau in the coming years and this has been reflected in the target.

Over the next five years schemes will be developed to support the shared priorities. This will mean a change in emphasis to schemes which improve accessibility and support a reduction in congestion amongst other aims.

Key Actions of County Council
It will be necessary for the County Council to implement the Bus Strategy and Bus Information Strategy included in Annexes E and F. These strategies outline a range of measures which the County Council will undertake to improve bus services and infrastructure in partnership with operators. Such improvements include bus priority measures, quality bus partnerships, improvements to bus stops/bus stations, Punctuality Improvement Plans and improved information provision, including real time information systems.

Key Actions of Partners
Bus operators will need to work with the County Council to implement the measures outlined in the Bus Strategy and Bus Information Strategy. Maintain and improve service levels, reliability and investment in the selected quality routes.

Principal Risks
The principal risk in achieving this target will be the constant financial pressure on operators and the high level of transport inflation. Further risks include:

- Cost increases for commercial operators which could limit their investment.
- Driver shortages affecting the reliability of these services.
- Congestion affecting the reliability of these services
- Rail service improvements which may compete for the same passengers

Mitigation
We will monitor passenger figures with quarterly data from the bus operators to get early indication of trends and manage the risk in partnership with those bus operators.
Bus Patronage on Premier Specification Routes

Proposed Target
To increase patronage on the group of premier specification routes by 15% by 2010/11.

Baseline Year
2003/04

Baseline
100 index (298,084 passengers)

Trajectory

Monitoring Method
Data is provided by bus operators who operate services on the Premier Specification Routes. These services include:
- 492/3
- 194
- 157
- 80/89
- 72/74

Associated LTP2 Objectives
Accessibility, Congestion and Environment

Evidence of Realism and Ambition
This target and trajectory is set against a back drop of considerable increase in bus patronage in targeted locations during LTP 1. This was a result of considerable investment in infrastructure including new bus stations, shelters at many bus stops, raised kerbs for improved accessibility and improved information, together with revenue commitment to high quality services.

Over the next five years schemes will be developed to support the shared priorities. This will mean a change in emphasis to schemes which improve accessibility and support a reduction in congestion amongst other aims.

Key Actions of County Council
It will be necessary for the County Council to implement the Bus Strategy and Bus Information Strategy included in Annexes E and F. These strategies outline a range of measures which the County Council will undertake to improve bus services and infrastructure in partnership with operators. Such improvements include bus priority measures, quality bus partnerships, improvements to bus stops/bus stations, Punctuality Improvement Plans, improved information provision including real time information systems.

Key Actions of Partners
Bus operators will need to work with the County Council to implement the measures outlined in the Bus Strategy and Bus Information Strategy. Maintain and improve the high level of quality and reliability required as part of these contracts.

Principal Risks
The principal risk in achieving this target will be the constant pressure on revenue budgets which provide the main funding for public transport. Further risks include:
- The rising cost of supporting bus services.
- Contracted bus operating companies going out of business or closing for other reasons.
- Driver shortages reducing the number of services that can be run.
- Pressures on County Council revenue budgets
- A downturn in the tourist market as a result of poor weather or other influences.

Mitigation
We will monitor passenger figures with monthly data from the bus operator to get early indication of trends and manage the risk in partnership with the bus operators.
Public Satisfaction with Public Transport Information

Proposed Target
75% satisfaction with local public transport information by 2009/10 compared with the baseline and remain within the upper quartile of all English Authorities

Baseline Year
2003/04

Baseline
73%

Trajectory

Monitoring Method
User satisfaction with public transport information measured through a triennial household survey, and through the Citizens’ Panel survey.

Associated LTP2 Objectives
Congestion, Accessibility and Environment

Evidence of Realism and Ambition
There has been an improvement in the promotion and provision of information about bus services in the County in recent years. This is reflected in the user satisfaction surveys undertaken where the percentage of people satisfied with the information provided has reached 73% in 2003 which put us in the upper quartile of all authorities. The County Council has supplemented this work with its own research into both public satisfaction with bus information and how people expect to access information about bus services. This research has fed into the development of the Bus Information Strategy. We therefore believe the target is both realistic and challenging in light of these activities.

Key Actions of County Council
A range of measures have been put forward as part of the Bus Information Strategy contained in Annex F. The achievement of the target will rely on the implementation of this strategy which includes efforts to deliver information at all priority one stops, 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 County Council website to provide access to timetable information.

Key Actions of Partners
Operators will need to work together with the County Council in a practical way which results in simple high quality information to the public. This will involve meeting the “Minimum Enforceable Requirements” contained within the Bus Information Strategy. These requirements incorporates the need to improve and keep up to date bus information at stops and in leaflets, ticketing and marketing.

Principal Risks
The principal risk to the achievement of this target is the failure of bus operators and County Council to deliver the required improvements. This may result from cost increases for commercial operators which could limit their investment in publicity and marketing.

There are also technological risks associated with the provision of the Travelline, RTP1 and SMS text messaging and WAP services. These services need to be perceived as reliable and up to date by the public. Furthermore, if the providers of these services go out of business it would be a major and costly task to transfer the services to another provider.

Mitigation
This risk will be managed by monitoring progress on an annual basis through citizens’ panel surveys allowing early action to be taken if an adverse trend is shown and by working closely with local bus operators.
Number of Cycling to Work Trips

Proposed Target
To be set.

Baseline Year
To be set

Baseline
To be set

Trajectory
To be set once baseline and target have been established.

Monitoring Method
Current Method: At the moment data is not collected for this indicator.
Proposed Method: Permanent automatic cycle counters will be installed on the approach to the following industrial estates:
• Snaygill, Skipton
• Standard Way, Northallerton
• Moor Lane, Sherburn
• Thornton Road, Pickering
• Station Road, Stokesley
• York Road, Malton
• Bawtry Road, Selby
• Colburn Business Park, Colburn.

Associated LTP2 Objectives
All

Evidence of Realism and Ambition
Historic count data indicates that the number of cycling trips has fluctuated considerably in recent years. However, overall there has been increasing trend. Cycle plans have been developed as part of the existing town centre traffic management strategies, the schemes identified gradually being put in place. Implementation of these cycle plans will continue and new plans will be developed as part of the evolving Service Centre Transportation Strategies. The target aims to introduce a more consistent increase in cycling as a result of these. Further increases in the number of cycling trips are also likely to be achieved through the continued development of workplace travel plans and publicity programmes/schemes.

Key Actions of County Council
The County Council will continue to develop quality cycling facilities and routes through the Service Centre Transportation Strategies. Cycle usage will be promoted through company travel plans, training, marketing and appropriate publications.

Key Actions of Partners
Cycling and community groups need to actively participate in Service Centre Transportation Strategies. Furthermore, schools and larger workplaces will also need to adopt and implement travel plans which include cycle training, bicycle parking facilities and other incentives. In addition, SUSTRANS and the National Parks need to continue developing their respective cycle networks.

Principal Risks
The following risks have been identified:
• Failure to complete schemes designed to remove perceived barriers to cycling.
• New schemes do not have the desired impact on cycling.
• High profile cycle accidents and continued traffic growth which both discourage cycling.
• Improvements in public transport attracting cyclists and causing a reduction in cycling numbers.
• Poor weather conditions.

Mitigation
The risks will be mitigated by consultation with local people and cycling groups as part of Service Centre Transportation Strategies. Funding will be allocated to the implementation of cycling schemes and full schemes, rather than fragmented schemes will be put in place through the cycle plans drawn up as part of the Service Centre Transportation Strategies.
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<th>Core Indicator</th>
<th>Definitions</th>
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Currently, community transport passenger numbers have not been routinely and consistently collected by operating organisations across the County. The baseline figures relate only to community transport minibus passengers in the Harrogate, Craven and Ryedale Districts where figures have been available. It is intended to introduce a monitoring methodology and extend the collection of data to include operating organisations across the County. It may be necessary to set a new baseline and target once data from this becomes available.
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<td>LTP2 - Change in area wide road traffic mileage</td>
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<td>LTP4 - Mode share of journeys to school</td>
<td>Share of journeys by car (including vans and taxis), excluding car share journeys Financial Percentage Base Data</td>
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<td>LTP5 - Bus punctuality indicator</td>
<td>% of buses starting route on time Financial Percentage Base Data 2005/06 To be set Target Data 2010/11 To be set</td>
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<td>% of buses on time at intermediate turning points Financial Percentage Base Data 2005/06 To be set Target Data 2010/11 To be set</td>
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<td>Average excess waiting time on frequent service routes Financial Minutes Base Data 2005/06 To be set Target Data 2010/11 To be set</td>
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1.0 Transport and Sustainable Tourism Measures

1.1 The County Council has identified that visitors and tourism are a major economic driver to destinations within and adjacent to the North Yorkshire area. It was acknowledged early in the development of LTP2 that the growth in traffic associated with this industry needs to be managed in a responsible manner so as not to have a detrimental effect on those very attractions and facilities that bring visitors to and contribute to the economic well being of the area. To this end the County Council has developed partnerships in order to fully address the issues associated with transport and sustainable tourism.

1.2 As outlined in the main body of the text (see Section 9.9 of the LTP), the County Council has worked with the National Park Authorities and other bodies in the past in order to address the issue of transport and sustainable tourism. However, it was agreed this initiative should be developed further for LTP2 in order to ensure a fully integrated and holistic approach that brings together transportation professionals and other key stakeholders from outside of the transportation planning arena.

1.3 A task group, comprising representatives from the field of transport, tourism, public rights of way and economic development from the county and district councils, National Parks and Area of Outstanding National Beauty and Joint Promotions Initiative was established to research best practice and identify a strategy to address traffic growth associated with the Tourism and Leisure industry.

1.4 In order to broaden the knowledge base a seminar involving the task group members and extended to representatives from the Government Office, private sector, operations, and other bodies e.g. Youth Hostel Association was held in November 2004, with a follow up workshop session in July 2005. The seminar and workshop focussed on identifying transport related measures that would support the growth in the tourism/leisure sector whilst seeking to promote and provide for alternative modes of transport to the private car for all or part of the visitors experience. Three priorities were identified in the areas of cycling development, improved ticketing and clarity of information, and three task groups were formed to advance each one; North Yorkshire and York Cycle Tourism; Integrated Transport Ticketing for Tourism; The Information Task Group.

1.5 The information collected through the seminar, workshop session and more recently the task groups along with extended research on best practice from other authorities/bodies has been used to identify a series of measures that contribute to supporting the growth in tourism in a sustainable way. The result is a final document that takes into account cross-cutting and cross-boundary issues and represents the views and needs of all elements of the industry involved with transport and sustainable tourism. And in relation to the Transport Information Task Group, this will also include drawing on appropriate ‘Smarter Choices’ type soft measures such as Public Transport Information and Marketing. The Task Group has also identified novel use of the internet website Traveline and how it can be used to make timetable and journey planning information available at the same time that internet and other enquires/bookings are made for given tourist destinations.

1.6 This final document sets out specific transport measures aimed at supporting the growth in tourism in a sustainable way. The measures contribute to the delivery of the Government and Local Government Association’s Transport Shared Priorities detailed in the main body of the LTP2 document.

1.7 North Yorkshire is renowned for its natural beauty and the character of its landscape and is home to two National Parks and three Areas of Outstanding Natural Beauty. These attractions welcome a wealth of visitors each year. Visitors and residents generate a significant number of trips made by private vehicles that adversely impact on the environment.

1.8 The City of York is a major attractor for local, regional, national and international visitors. The inter relationship 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 minimal adverse impact on the environment. Building on the Yorkshire Forward Rural Renaissance Project, the cycling task group has produced an initial sub regional cycling strategy with these considerations at its core.

1.9 The County Council, as highway authority, needs to influence the way visitors access the various destinations within the County, to reduce the adverse impact of transport associated with tourism. It is acknowledged that in order to achieve any level of sustainable tourism requires the development of a sustainable transport network. If the growth in traffic levels is left unchecked then its impact will degrade the environment that attracts the visitors to the area. The County Council is working in partnership with a number of stakeholders to develop policies in order to address this issue. Although good progress is being made by the three task groups, with additional task groups to follow as appropriate, the sustainable tourism initiative is in the early stages of development. The development of the comprehensive strategy has therefore begun. Having already identified a toolkit of measures designed to meet each of the Shared Priorities and wider LTP objectives, we have included some of these toolkit measures in this section, in order to provide context, and to make clear the types of outcomes the sustainable tourism measures will be seeking to achieve.

1.10 The toolkit measures, which are primarily, but not exclusively, accessibility measures, identified [in italics] below are therefore only included by way of example. It should not therefore be assumed that any other measures not mentioned here are precluded from
future use. Moreover, some of the following sustainable tourism measures do not include any measures from the toolkit (Annex D). Where this is the case, specific measures will be agreed and progressed by the wider reference group/individual task groups at a later stage.

1.11 It is recognised that for many it is perceived that the only means of accessing visitor destinations is by the use of private transport. Many of the measures specifically aim to promote the use of sustainable and alternative modes of transport to the private car, actively encouraging people to use them.

LTP2 guidance states that: “Tourism is particularly important to the rural economy; where appropriate LTP2’s should set out plans for supporting the industry that include protecting sensitive areas from inappropriate traffic.”

1.12 Each of the measures in this document strives to achieve improvements to visitor areas, many of which are remote and rural. These areas will be protected through the implementation of measures from this document, ensuring that the local economy generated by visitors is not adversely affected by any changes that take place. The measures outlined in this guidance document work in parallel towards the shared priorities and address not just visitor issues but provide for a more holistic approach providing wider benefits, eg to local residents.

2.0 Aims and Measures

2.1 This section of the report identifies the overall aim, objectives and measures developed to address the key issues raised by transport and sustainable tourism. Each measure is provided with a brief explanation of what it is seeking to address or achieve.

**Aim**

“Actively encourage visitors and residents to use passenger transport and other green modes when visiting destinations from within and outside the County”

3.0 Measures and Explanations

3.1 Measure One:

“Passenger Transport Services should, where possible, aim to benefit both visitors and residents with frequent and reliable services on both road and rail.”

- To encourage more dual use of transport
- To further develop community rail partnerships

By improving accessibility through the provision of frequent and reliable complementary services that benefit both visitors and residents, people are provided with a viable alternative to the private motor car. Maximising the use of any public transport service also increases its viability.

3.2 Measure Two:

“Where possible, visitors and residents should have access to an integrated and co-ordinated transport network to enable safer, reliable and more efficient journeys to be made without the use of the private car”

- To integrate bus, rail and community transport services more effectively
- To maintain, upgrade or create local rights of way to, in priority order:
- Improve access to key services
- Provide a local recreational facility for residents
- Facilitate and encourage sustainable tourism
- To promote alternatives to the motor car for longer distance journeys

By creating a network of routes that facilitate journeys by all modes and linking those networks through transport interchange facilities, the whole journey can be planned without the need for and use of the private car.

Examples of this include working with public transport operators to accommodate e.g. bicycles on buses or coordinating the siting of bus stops where Rights of Way cross the highway network. Consideration should be given to the introduction of cycle parks at bus and railway stations.

3.3 Measure Three:

“Investigate the potential to enhance journeys by public transport thus making it part of the visitor experience without the use of the private vehicle”

Many visitor journeys inevitably include the use of private motor cars to reach destinations. By promoting use of alternative sustainable means of transport that provide attractive, novel or enjoyable travel experience for at least part of the journey, the effect of private motor car journeys on the destination itself could be better managed, and extend the visitor experience to include the journey itself.

3.4 Measure Four:

“To work in partnership, to develop infrastructure and services that facilitate journeys by sustainable transport modes for national or international visitors arriving or departing by air or sea”

- To maintain, upgrade or create local rights of way to, in priority order:
- Improve access to key services
- Provide a local recreational facility for residents
- Facilitate and encourage sustainable tourism
- To introduce bus priority at key locations
- To further develop community rail partnerships
- To open new railway stations
- To improve the availability and quality of local bus service information

The usage of airports surrounding the County is increasing. Those visitors who are arriving by air or sea require direct links from airports and ports to transport interchanges, enabling journeys to be made without the use of a private motor vehicle. Encouragement must be made to promote the use of sustainable transport modes for those who are accessing the County.
3.5 Measure Five:
“To manage traffic and the environmental impact associated with it in order to conserve and enhance the character and quality of visitor areas, Areas of Outstanding Natural Beauty (AONB’s), areas of high quality natural and built environment, the County’s National Parks and protected areas”

- To introduce bus priority at key locations
- To co-ordinate on and off street parking management with District Councils, National Park Authorities and where possible other providers
- To introduce 5 minute walking zones around schools and 15 minute cycle zones around all stations in North Yorkshire
- To enhance and add to the existing ‘urban’ pedestrian network; (particularly high quality pedestrian access to public transport interchanges).
- To improve key rural pedestrian and cycle routes to connect settlements

The County Council has acknowledged that, if left unchecked the use of private motor cars for visitor journeys will have a detrimental effect on the very destinations people wish to visit. By acknowledging this issue and attempting to manage traffic through the policies contained in this document we will attempt to minimise visitor intrusion and damaging effects on these destinations.

3.6 Measure Six:
“Where possible, provision will be made to ensure all people have equal access to visitor destinations”

- To integrate bus, rail and community transport services more effectively
- To introduce low floor easy access buses combined with raised kerbs
- To improve the availability and quality of local bus service information
- To acknowledge and comply with our responsibilities under the Disability Discrimination Act
- To take reasonable steps, where possible, to remove, alter, or provide means of avoiding physical features that make it impossible or unreasonably difficult for disabled people to use a service.

The County Council recognises the need to ensure visitor attractions are accessible to all groups in society and will take all reasonable steps to ensure this is achieved.

3.7 Measure Seven:
“Partnerships should be developed with transport providers and the tourism industry responsible for destination marketing, including other stakeholders as appropriate within and outside the County, aimed at facilitating the effective promotion of passenger transport, cycling and walking”

- To promote alternatives to the motor car for longer distance journeys

Improved communication is required between the transport and tourism industries in order to approach sustainable transport and tourism in a more effective manner. Promotion of local and national information initiatives to enable visitors to make informed choice at an earlier stage of the decision making process maximises the potential use of a sustainable travel mode as an alternative to the private motor car.

Working in partnership will result in a more co-ordinated approach to decision making between transport providers, the tourism industry and particularly on cross boundary issues.

3.8 Measure Eight:
“Work in partnership with the tourism industry and the local community to maximise the benefits of transport provision for both residents and visitors”

- To integrate bus, rail and community transport services more effectively
- To further develop community rail partnerships
- To encourage more dual use of transport

By consulting with residents to determine what services are required, the provision of improved transport options can contribute to the management of the adverse impacts such as pollution, noise, crime, accident costs, isolation and segregation and thus provide local residents with an improved quality of life and reduce the adverse effects that visitors may have on an area.

3.9 Measure Nine:
“The County Council will promote, encourage and support cycling, walking and equestrian tourism.”

- To improve key rural pedestrian and cycle routes to connect settlements
- To maintain, upgrade or create local rights of way to, in priority order:
  - Improve access to key services
  - Provide a local recreational facility for residents
  - Facilitate and encourage sustainable tourism

Tourism that does not require use of the private motor car is something the County Council will promote and encourage in order to reduce the adverse impacts of tourist traffic.

Cycling, walking, and to a lesser extent, equestrian tourism are already established in North Yorkshire. Where there is sufficient demand the County Council and its partners will develop routes for cyclists and pedestrians in the highway alongside, and complementary to improvements to public footpaths and bridleways included in the Rights of Way Improvement Plan (ROWIP). The development and promotion of these modes whilst primarily aimed at reducing car traffic also contributes towards health benefits for visitors and residents.
3.10 Measure Ten:

“Through a partnership approach and the development of cross boundary and wider geographical relationships, explore and secure available funding for initiatives that optimise and integrate sustainable transport and tourism”

The development of partnerships between the County Council and other parties increases the potential for joint access or applications to funding for transport projects. Partnerships enable a more joined up approach to thinking and decision making which optimise funding and maximise benefit.

3.11 Measure Eleven:

“Ensure Passenger Transport Information is available at appropriate locations and in a variety of formats and media to enable people to make informed decisions about their travel to visitor attractions.”

- To improve the availability and quality of local bus service information
- To promote cycle and pedestrian facilities by producing leaflets and maps showing routes and facilities available. This will include the signing of key pedestrian and cycle routes

The provision of accurate, reliable information will contribute significantly to the confidence with which people are able to make travel choices and will assist in encouraging modal shift. Information provision should actively encourage social inclusion by providing detailed information in formats that all people can use.
Annex K
Rights of Way Improvement Plan Progress Report
March 2006
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Rights of Way Improvement Plan

Local Rights of Way in North Yorkshire

Facts

- North Yorkshire has approximately 10,048 km of local rights of way (2005), larger than the road network by approximately 2,000 km.
- Access which is available to non-motorised users is much greater than the 10,048 km of recorded local rights of way.
- Other public access includes permissive routes that may be open to a variety of users and open access areas where the right of way is on foot only; the latter is very significant in North Yorkshire due to its varied upland and lowland terrain.
- The County Council is the local highway authority with overall responsibility for local rights of way. However, the two National Park Authorities, the North York Moors (NYMNHP) and the Yorkshire Dales (YDNP) are, by agreement, delegated highway and surveying authorities with regard to public rights of way in their areas.
- Two District Councils assist in maintaining a small proportion of rights of way in their immediate area; they are Scarborough and Harrogate Borough Councils.

Context of a Rights of Way Improvement Plan (RoWIP)

Each highway authority in England and Wales is required to produce a Rights of Way Improvement Plan (RoWIP) covering all of their area. This is a statutory duty enacted under the Countryside and Rights of Way Act 2000. The Plan must include:

1. An assessment of the extent that local rights of way meet current and possible future public need.
2. An assessment of opportunities provided by local rights of way for exercise and other forms of outdoor recreation and enjoyment.
3. An assessment of the accessibility of local rights of way to the blind, partially sighted or mobility restricted.

The Plan must include:

1. A high level statement of policy and objectives for improving local rights of way.
2. The stage that North Yorkshire has reached with the preparation of the RoWIP.
3. Key issues to be addressed locally in the RoWIP.
4. How the RoWIP is to be integrated with the LTP process locally.
5. To identify any rights of way improvements or proposals that link to the delivery of objectives and shared priorities for transport. This includes identification of improvements that would contribute to enhancing accessibility, reducing congestion, improving air quality, improving road safety and increasing quality of life in North Yorkshire.

LTP2 for North Yorkshire will provide a set of long term (can be up to 20 year) policy objectives together with short-term means of delivery within the usual 5-year lifecycle of an LTP. In order to fit this approach, the RoWIP is taking both a long and short-term view. The lifecycle of a RoWIP can be up to 10 years from published date, indicating that a long-term vision is needed. As the RoWIP is to be progressively integrated with the LTP, long-term policies have been developed which will be delivered by a shorter term action plan. The cycle of the short term action plan will progressively correspond to the LTP 5 year delivery cycle.

Local Rights of Way Vision Statement

For North Yorkshire to have a local rights of way network which is accurately recorded on the definitive map and statement, and which is responsive through progressive and targeted improvements to meet the current and future needs and aspirations of both residents and visitors to the County. Access authorities recognise the value of the local rights of way network as:

6. providing benefits for future generations, given appropriate maintenance and management of the network;
7. a sustainable means of transport for those on foot, pedal cycle, horseback or horse and carriage, which contribute little to global pollution, the vulnerability of fragile environments and climate change compared to other modes of transport;
8. a huge driver of the economy of North Yorkshire.
supporting people directly or indirectly in business, training and employment;
9. acting as an enabler in helping to regenerate run down areas, supporting the rural economy through an uncertain future, retaining and developing new and traditional skills in businesses and attracting investment;
10. providing a sense of community through being an integral part of our past and future.

Progress with the North Yorkshire Rights of Way Improvement Plan

Consultation
In order to provide a position statement and work towards the completion of a full RoWIP, a major public consultation exercise was completed in 2004, this consisted of a:
- Parish Council questionnaire (approximately 700 in the County with 31% response rate).
- Citizens panel survey (1,400 county randomly selected residents, approximately 100% response rate).
- Short business questionnaire (390 distributed with approximately 28% response rate).
- Public consultation, web survey, leaflets with tear off slip, e-mail, letters and telephone calls.
- A marketing exercise to support the consultation with posters in key public places within and outside the County including tourist centres, libraries, parish notice boards and community centres.
- Workshops held with the three Local Access Forums in the County; Nidderdale AONB Access Committee, the NYCC Local Liaison Group and Area Rights of Way Liaison Groups.

Key consultation results to consider in the future planning of local rights of way
- Local rights of way are used by over 80% of residents in North Yorkshire.
- Resident and visitor demand will either stay the same (51%) or increase (44%).
- Local rights of way are increasingly used all year.
- Demand is well spread across the County with notable pockets of higher demand in parishes within the National Parks, Areas of Outstanding Natural Beauty and Richmondshire and Hambleton Districts outside the National Parks.
- Usage levels correspond to the distribution and ease of use of rights of way being highest for walkers.
- The top priority for most people is the provision of circular routes and this provision would encourage 31% of non-users to use the network if it was “better connected offering circular routes in their local area”.
- All respondents wish to see a better linked and connected network.
- Routes need to be visually appealing (important to local councils and businesses).
- Routes should avoid roads where possible (important to local councils, visitors and businesses).
- Businesses also wanted more routes that are unique and attract tourists to the County.

Assessment of the local rights of way network
An approach was sought to assess the whole of the North Yorkshire local rights of way network for the needs of walkers, off road cyclists, people with different abilities and horse riders at a local level. The model which was chosen was developed by ENTEC Consulting with the City of York Council as part of their exemplar project. Exemplar projects were funded and developed by the Countryside Agency as models of best practise for developing Rights of Way Improvement Plans by highway authorities in England. The ENTEC model was modified in several ways for use in North Yorkshire. This included widening the scope of assessments for the whole range of people with different abilities rather than particular groups of people with different abilities through advice provided by the Social Services Directorate at North Yorkshire County Council. The ENTEC model is a physical model which looks at the definition of the local rights of way network using maps and survey information. The model was widened to include softer issues such as route maintenance, management and information provision by involving all field staff across the three access authorities in the overall assessment process.

Service Centre based assessments
The RoWIP is to be progressively merged with the LTP with full merger anticipated when LTP3 is produced in 2011. An assessment approach was sought which recognised the gradual integration of the two Plans. The County was divided into 32 service centres in order to fit the approach which has been taken by both LTP2 in developing Service Centre Transportation Strategies and the Regional Spatial Strategy for Yorkshire and Humber Region. An area of up to 15km from the edge of the built-up area of each Service Centre was initially assessed in terms of opportunities provided for walking, off road cycling, horse riding and routes which were or could be suitable for people with different abilities. This distance took into account the longest possible journey achievable by travelling from the edge of the built up area of the Service Centre and returning in the same day by all modes. Any shorter trips which could be anything from an hourly walk to a morning cycle ride were all considered.

All of the considerations set out in section 2.3 of the Rights of Way Improvement Plan – Statutory Guidance to Local Highway Authorities in England (Defra 2002) were followed or exceeded. This included:
- Studying the definitive local rights of way network which is available currently and known proposals for its modification;
- Assessing the number of routes available for each type of user looking at local demand and noting deficiencies and areas for improvement in definition;
- Assessing the different kinds of route experience. This notes the strong preference for circular routes which were expressed by the RoWIP public consultation in 2004;
- Noting routes which required maintenance in order to be able to enjoy them;
- Looking at the range of media communicating about local rights of way (where possible) and opportunities to improve written media, work with travel awareness campaigns (LTP) and train and educate people.
- Proposing ways to improve the definition of the network to match current and likely future demand, particularly in accessing key goods and services and recreational opportunities;
- Potential areas for conflict between users of the local rights of way network and/or other highway users;
- Opportunities to enjoy the local rights of way network as part of a wider access resource, taking account of the rest of the highway network, particularly quieter roads,
footways, cycle ways, other public access provision such as permissive routes and green spaces as well as open access areas which can counter a low availability of local rights of way;

- Considering potential schemes which have already been proposed by Highways North Yorkshire in terms of transportation planning and delivery such as existing and future Cycle Plans and Service Centre Transportation Strategies.

This list is not exhaustive.

**Local rights of way and accessibility planning**

An assessment was completed to look at how the local rights of way network could serve to enable access to key goods and services and recreational opportunities for residents of both Service Centres and the peripheral communities that they serve. Appropriate local rights of way might be physically improved or better promoted in the future to encourage more trips on foot and by off road cycling as well as better integration with public transport. This work integrates with the development and implementation of Cycle Plans and Service Centre Transportation Strategies which have and are being developed by Highways North Yorkshire to deliver the Local Transport Plan.

**Assessing the rest of the local rights of way network**

The rest of the County was divided into ‘landscape character areas’. These areas are the recommended planning tool developed by both the Countryside Agency in England and Scottish Natural Heritage. Each landscape character area has a similar landscape in terms of terrain, landscape features, land management and a similar evolution in terms of transport and settlement as landscape determines the relationship between people and place. Landscape character areas have been used by Defra in the development of local priorities for the implementation of the Environmental Stewardship Scheme. This coincidence in using landscape character areas to determine local planning priorities for both the RoWIP and Defra funded Environmental Stewardship Scheme means easy translation and implementation of local rights of way improvement priorities by permissive access schemes funded by Defra.

The ENTEC model was adapted for area based assessment for each landscape character area. To be effective, the assessment focussed on current and future demand hubs, though all local rights of way were included in the assessment. Such hubs include; urban fringes of urban areas that lie outside the County; local communities in the County which were not included in the Service Centre assessment; temporary holiday accommodation; public transport stops or stations and designated car parks, especially where there was no public transport provision. The emphasis throughout the whole assessment was about opportunities afforded by the local rights of way network from all demand centres, concentrating more on public transport than private transport where there was a choice (in line with government policies regarding reducing vehicular emissions in relation to climate change, transport policies contained in LTP2, social inclusion and encouraging sustainable, active and vibrant local communities). Area based assessments addressed section 2.3 of the Statutory Environmental Stewardship Scheme means easy translation using landscape character areas to determine local planning tool developed by both the Countryside Agency in England and Scottish Natural Heritage. Each landscape character area has a similar landscape in terms of terrain, landscape features, land management and a similar evolution in terms of transport and settlement as landscape determines the relationship between people and place. Landscape character areas have been used by Defra in the development of local priorities for the implementation of the Environmental Stewardship Scheme. This coincidence in using landscape character areas to determine local planning priorities for both the RoWIP and Defra funded Environmental Stewardship Scheme means easy translation and implementation of local rights of way improvement priorities by permissive access schemes funded by Defra.

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The assessments also looked at likely future population changes, the impact of increasing migration to European countries and predictions in urban growth in areas such as Leeds, the changing demographic structure of rural and urban areas, likely future demand for local rights of way and trends in traffic volumes. It also looked at those issues that the Countryside Agency highlighted for each landscape character area under both risks and recommended future land management practices. This included anything from identifying growing tourist pressures at the coast, the potential for development pressures such as housing and mineral extraction to areas of current erosion on public rights of way. The assessment pulled out all changes that the Countryside Agency identified for the landscape character area which were of relevance to the RoWIP and looked at ways of working with future management and enhancement initiatives in terms of future access planning proposals.

Assessment results were discussed in January 2006 at the RoWIP steering group which included all members from the three local access forums in North Yorkshire and neighbouring highway authorities.

**Stages to complete the Plan before the statutory deadline of November 2007 (as at January 2006)**

- A full review of the *relationship of this Plan to other plans and strategies* to be completed by mid 2006. This includes mineral plans, local development frameworks, coastal management plans, catchment management plans, designated area plans and strategies including those of the two National Park Authorities and three Areas of Outstanding Natural Beauty, strategies for tourism, health (particularly getting people active), economy and development.

- An assessment of the *needs of different classes of user* to be completed by mid 2006. This has been partially completed for the different range of walkers and pedal cyclists and is to be completed for horse riders and horse and carriage drivers, people with different abilities and wider outdoor interests who use local rights of way as well as people who do not use local rights of way, potential and non-users.

- A review of the *physical usability* of the network as determined by surveys which have been done in addition to BVPI, determining the priorities to be addressed locally by mid 2006.

- Expansion of the policies contained herein taking into account all findings by mid 2006.

- The production of a *draft Plan* in 2006 to be followed by a major *public consultation exercise* of at least 12 weeks duration.

- The preparation of a ‘*Statement of Action*’ for managing and improving local rights of way by Plan completion date.

- The production of the *final Plan* for publication by the statutory deadline of November 2007.

**Shared LTP2 themes**

The LTP and the RoWIP share common objectives. These priorities include reducing congestion, improving air quality and the environment, improving accessibility to education,
health, food, employment and recreation and improving safety for all highway users. The two Plans share other LTP2 objectives: improving quality of life; maintaining and enhancing the economy of North Yorkshire and the Yorkshire Humber region and ensuring the efficient management and maintenance of highways of which local rights of way form an important part. By progressively merging local rights of way into transportation planning the shared transport priorities of LTP2 and future LTPs can be tackled incorporating all possible modes of travel, highways and other public access provision in a fully integrated and effective way. Both Plans look at delivering a range of Government objectives including curbing our impact on climate change, encouraging an active and healthy population, living in more sustainable communities and planning for future travel needs.

**Funding the RoWIP and risk management**

While some improvements that deliver the transportation aims of LTP2 may be funded, many will not as they remain outside the scope of an LTP.

Current funding for local rights of way is derived from public money, whether it is derived by central (National Parks) or local government (North Yorkshire County Council). This is based on the delivery of statutory duties to maintain publicly maintainable highways (public rights of way) free from obstruction and to keep the definitive map and statement under continuous review. Rights of Way Improvement Plans look to the future in pro-active planning of the network, its management, maintenance and promotion. However, the implementation of a RoWIP is not a statutory duty under the Countryside and Rights of Way Act 2000. The final RoWIP is intended to be “the prime means by which local highways authorities will identify changes to be made, in respect of the management and improvements to their local rights of way network in order to meet the Government’s aims of better provision for walkers, cyclists, equestrians and people with mobility problems. The preparation of improvement plans may highlight the need to strengthen the resources allocated by authorities to these duties”. (Defra 2002)

Grant assistance is being offered by Defra via the Countryside Agency for certain projects which meet stringent criteria and which are implemented as a result of the RoWIP. However, this funding is only guaranteed for a limited time period. Successful applications will be sought for external funding in delivering the wider objectives of a RoWIP in the context of sustainable communities, a vibrant local economy, sustaining local heritage and culture, assisting in times of change in agriculture and other sectors of the economy and supporting healthier communities. The RoWIP delivers the objectives of other public and private bodies and, therefore, there is considerable scope to form fruitful partnerships, to think more holistically and ultimately to deliver improvements more efficiently and effectively.

Some strategies and local priorities may appear to be aspirational at this stage; however, national, regional and local policies continually change due to external influences. These external factors may place more importance on the central role that local rights of way play in accessing unrivalled landscapes, contributing to the regional economy, helping people become active, travelling sustainably, providing free and inclusive opportunities not only to walk, cycle and horse ride but to enjoy sport, culture, heritage (both natural and built), access to education, health, food and employment. It is also recognised that this RoWIP has a role in informing the policies and strategies which are developed by others at national, regional and local level.
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| 1.  | To encourage all organisations involved in the future planning, implementation and management of transport/travel and spatial land use planning (housing, green space, commercial and industrial use) to adopt good design practice and include carbon free travel choices (walking, cycling and horse riding) in all aspects of their work thereby contributing to the four shared transport priorities of LTP2 (reducing congestion both local and trans boundary), having regard to the environment, aiming for a safer highway network and enhancing accessibility to health, education, employment, food and recreation. | Inclusion of RoW in future transport or spatial planning documents and delivery.  
Suggested partners:  
Highways Agency,  
Highways North Yorkshire regional planners including Yorkshire Forward, Yorkshire & Humber Regional Assembly, Planners at NYCC, National Park Authorities and District Councils (land use/minerals/policy), Natural England, AONB Joint Access Committees, Transport operators, architects, developers and designers. | 1. Surveys show that over 80% of people access the rights of way network from home or holiday accommodation, using the network more than weekly, mainly using footpaths to access a range of employment, education, goods and services, health centres or for the majority of people to enjoy the countryside and improve health and well being, especially for those people who do not own a private motor vehicle. Most people walk, cycle or horse ride either less than 2 miles or between 2 and 10 miles, particularly in the case of walkers.  
2. 60% of horse riders surveyed in Somerset use the network daily and 30% weekly. (Somerset CC)  
3. Where people travel to reach local rights of way, average journeys are between 2 and 30 miles, determined by parking provision and recreational attractors such as refreshments.  
4. Some residents and visitors access local rights of way by bus (11%) or train journey (8%) at some time. Rights of way are socially inclusive; of the 66% of residents who use the network during the week, most are not economically active, being retired, not working, having limiting physical ability or some other form of social or economic marginalisation, rights of way are cost free to use. |
| 2.  | To encourage those who are involved in planning new developments including equestrian related activities to consider their location in relation to minimising the impact of the private motor vehicle and the location of suitable local rights of way nearby. | Information exchange between planning organisations, land/business interests and access authorities.  
Suggested partners:  
Land/business interests, Planners at NYCC, National Park Authorities and District Councils, Developers. | There has been a growth in new business and the diversification of existing businesses to derive income directly or indirectly from usage of local rights of way. Prudent siting of such interests near suitable local rights of way may contribute to that business success in the long term. |
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| 3.  | To maximise opportunities to use local rights of way from home or holiday accommodation whatever the journey purpose including opportunities for circular routes, routes that link together and link communities as well as integration with open access areas (through access management plans) and other publicly available access provision thereby:  
- Reducing the need and demand to travel by private motorised vehicle in line with LTP2 strategy.  
- Contributing to the four shared priorities of LTP2 (reducing congestion, improving the environment, enhancing safety and accessibility).  
- Improving resident and visitor health and well being. | Inclusion of local rights of way in Service Centre Transportation Strategies for the 28 key Service Centres and the peripheral communities that they serve as well as other relevant LTP2 initiatives.  
Assessing the adequacy of local rights of way around other key areas of demand that may not be included in the above for example key holiday centres and rural honey pot locations.  
Measuring a shift to more sustainable travel, by means of a Citizens Panel Survey as well as ongoing National Park Visitor Surveys.  
Suggested partners: All partners in policy 1 and destination management organisations, trade organisations, Defra in relation to the access part of Environmental Stewardship, Woodland Grant Schemes with access provision, local trusts and charities, Primary Care Trusts and others. | 1. The top priority for the majority of consultees is circular routes that link together and link communities.  
2. Residents use rights of way to access goods and services (20%), education or work (12%), as an educational resource (7%), to pursue outdoor interests (51%), to access historic sites (45%) and opportunities to improve health and quality of life (over 80%).  
3. 84% of residents walk from their local area to access RoW; for 52%, walking from their local area is their main means of access. 33% of short distance users of the Rosedale Railway accessed it by walking or cycling (NYMNPA 1999).  
4. 23% of residents access rights of way by bicycle and cycling is the main means of access for 3% of residents.  
5. Local rights of way are mostly used more than weekly, particularly footpaths.  
6. Most users travel less than 2 miles, often 2 to 10 miles along a local right of way.  
7. Some 34% of residents use local rights of way at some point as an alternative to the car. The network offers a realistic option to the car for the less able, retired, unemployed, families and others who use the network predominantly during the week (66% of residents), swelled at weekends by those who work (81%). |
4. To maximise the integration of local rights of way with socially inclusive public transport, supporting that transport whether it be bus, train or canal boat, providing a visitor experience and promoting sustainable travel within and outside North Yorkshire. Examples include integration with key train stations, bus stopping points and canal jetty points.

Where such integration is not possible for example remote rural areas and/or areas that are not served by public transport, integrating opportunities to enjoy local rights of way with private vehicular transport such as access to local rights of way to and from car parks.

Such car parks may be located around Service Centres where local rights of way enable access to goods and services in the centre of that community, in rural honey pots such as key tourist attractions like Malham Tarn or Sutton Bank or other key locations in North Yorkshire.

The proposed linking of passenger transport promotion and marketing with local rights of way information e.g. bus timetables, website datasets and suggested itineraries supporting that service and being both inclusive and sustainable.

The display of local rights of way destinations from car parks.

Measurement includes changes in passenger transport participation levels, the continuation of journeys by non-motorised means (survey) and contribution to the measured effectiveness of the four shared transport priorities in LTP2.

Suggested partners:
Highways North Yorkshire and other highway authorities, Government, transport operators within and outside North Yorkshire, economic development bodies, destination management organisations and trade bodies, District Councils and National Park Authorities (providers of off street parking provision).

1. Residents use the bus (11%) and train (8%) at some time to access local rights of way.
2. Most of the 66% of residents who use the network during the week are not economically active i.e. retired, not working or may be suffering some form of illness or disability.
3. Of those residents who do not use the network, 40% have some form of disability that prevents their use of the network. Integration with adapted public transport is therefore important.
4. 69% of users of the Cleveland Way accessed it by car or van (NYMNPA 1998) while work completed by the Yorkshire Dales National Park Authority showed that 92% of people arrived on the day of the survey by private motor vehicle, many from outside North Yorkshire; some respondents had come to walk or ramble (Best Value 2002 YDNPA).
5. 38% of residents use a vehicle as their main means of accessing local rights of way while 73% of residents may use a vehicle at some point to access rights of way.
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| 5. | To improve the **usability** of local rights of way to the highest possible standard:  
• Consistent with the essential character of the landscape.  
• Increasing the attractiveness of the network.  
• Raising confidence in using the network for all users, particularly potential and non-users.  
• Working with landowners to secure barrier reduction through the ‘least restrictive option’ in the case of physical barriers in order to increase use of the network by people with different abilities. (This recognises that a targeted approach relative to key areas of demand: Service Centres; holiday accommodation centres; integration with adapted public transport and car parking provision for example achieves more than an untargeted approach and recognising that other barriers exist which include psychological or informational that may limit use by potential and non-users).  
• Continually seeking best practice and recognised standards.  
• Working with landowners, recognising their interests as well as those of users.  
• Improving network infrastructure which includes bridges.  
• Instigating appropriate inspection regimes.  
• Using available expertise including that provided by Highways North Yorkshire engineers in relation to local strategic partnerships with aims to improve quality of life, for example.  
| A positive change in BVPI 178 within the LTP2 period (recognising the limitations of this measure in terms of it being random, variable and subjective).  
To reduce the number of stiles in areas of fully recorded network infrastructure (NYMNPA, YDNPA and the Selby area of North Yorkshire). All of the North Yorkshire network to have baseline data for this target by 2006.  
To reduce risk, fatal accidents and near misses for non-motorised users of rights of way in relation to the negotiation of roads as measured by LTP2.  
A Citizens Panel question to assess if previous potential and non-users are now using the network.  
To ensure that LAFs represent all viewpoints and interests including people with different abilities, potential and non-users.  
Potential partners: Highways North Yorkshire, Volunteers working for all access authorities, LAFs, Social Services NYCC, groups representing people with different abilities, non-users and potential users, local councils and communities, North Yorkshire Police and Fire and Rescue Service, relevant local strategic partnerships with aims to improve quality of life, for example. | 1. Residents and local councils reported average to slightly higher than average satisfaction with the maintenance of the local rights of way network.  
2. Many barriers were identified by residents and visitors to prevent use of local rights of way. These ranged from disability, cited by 40% of resident non-users to less tangible barriers such as physiological ones, confidence, knowledge, experience and familiarity with local rights of way.  
3. The top priority for the future network is for a well connected system, offering circular routes and linking communities. It may be the case that maintenance priorities should reflect future use and demand behaviour.  
4. One of the top three priorities for all those who were consulted was to avoid busy tarmaced roads where possible.  
5. Of the Parish Councils who responded 18% reported issues relating to dog fouling and 9% related to litter. Other reported issues included the dumping of cars in key areas.  
6. 35% of Parish Councils who responded to the RoWIP survey indicated some form of illegal activity relating to local rights of way, this view was heightened in the Yorkshire Dales National Park. It is uncertain what form this unlawful activity took from this research.  
7. Improving the usability of the network may persuade many including the 29% of resident non-users who travel by other means to use the network in the future. |
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| 6.  | To keep the definitive map and statement up to date as far as possible in order to provide accurate information about the **definition** of the network to other parties that helps to:  
- Enable understanding about what routes are available where and to whom as well as assisting in the future needs of the network in terms of management and maintenance.  
- Work to ensure that all stakeholders are confident about the legal status of routes including ‘byways open to all traffic’ and ‘roads used as public paths’ (to become restricted byways under part II CRoW Act 2000).  
- Help current, potential and non-users, the users of the future to enjoy local rights of way.  
- Provide information to third parties including Ordnance Survey and other providers of maps and interpretative information raising confidence that assists all stakeholders. (It is recognised that the definitive map and statement is to be kept under ‘continuous review’ according to statutory duty and it is also recognised that there is a Lost Ways Project being piloted in other areas of the country with the aim of recording all historic access on the definitive map by 2026. The definition of the network in relation to the RoWIP is one that reflects modern use and demand in the future rather than the past and therefore demands a different focus). | Provision of up to date information directly to the public, through land searches and other requests as well as to third parties including Ordnance Survey.  
Provision of information on the web in relation to the delivery of e-government targets.  
Potential partners:  
All key stakeholders, Ordnance Survey, editors, publishers and producers of maps, route guides, magazines and other such material. | 1. Respondents indicated that an up to date definitive map and statement is important enabling understanding, confidence and knowledge for all stakeholders, whether user or landowner.  
2. The top priorities in terms of future use and demand for local rights of way is for a network that is linked together, joining communities and offering circular routes.  
3. Of the Parish Councils who responded, many indicated the avoidance of farmyards as important. Results from Foot and Mouth indicate that this should be a serious consideration, especially in relation to stock farms in the future planning of the network.  
4. Of the Parish Councils who responded, 35% reported some form of unlawful activity; clarification about the legal status of routes assists all parties in understanding legitimate use of the network.  
5. There is a multitude of information provided for users of local rights of way ranging from tourist magazines to guide books as well as Ordnance Survey and Harvey maps for example. While Ordnance Survey receives information direct from highway and surveying authorities with regard to public rights, it has been noted by LAF representatives that accurate capture of routes by other information providers is important in ensuring high levels of confidence by current and future users. |
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---|---|---|---|
7. | **To increase and promote awareness, education and information** provision about local rights of way at all levels, assisting current, potential and non-users in decisions about travel choice relating to all aspects of their lives, contributing to:  
- Equality of opportunity and thus social inclusion.  
- The four shared transport objectives of LTP2.  
- An enhancement of particular areas of LTP2 including school and work travel plans and cycle plans.  
- Quality of life, economy, health and well being.  
- Reducing barriers to non-use of the network and increasing confidence.  
- Maximising the use of local rights of way as an educational resource at all levels through map and compass training to field studies.  
- Promotion of sustainable travel to young people, working in partnership with school travel planning and outdoor education  
- Appreciating the role of local rights of way in accessing and understanding our wild, tranquil and most beautiful landscapes.  
- Appreciating the role of the network in accessing our built environment, its heritage and culture including ancient monuments and archaeological sites.  
- Provision of a sense of place and interest in the environment.  
- Promoting understanding among all users about what and who to expect on different kinds of local rights of way, encouraging mutual respect and enjoyment for all legitimate and lawful users of the network.  
- Promoting understanding among all users about landowner interests, engaging users in understanding the needs of agriculture, forestry or other land activity.  
- Promoting understanding about sensitive and protected sites, ground nesting birds, unique flora and fauna.  
- Encouraging responsible use of rights of way when accompanied by dogs in relation to land containing stock, especially at lambing and calving time. | The provision of marketing material, particularly for key segments of the population i.e. potential and non-users where there is currently an information barrier, encouraging sustainable travel whatever the journey purpose as well as enjoyment of the countryside.  
Work with LTP2 to enhance school and work travel plans and cycle plans, working with others in encouraging the provision of life skills for young people, encouraging healthy and sustainable travel for future generations.  
Contributing to resident and visitor understanding and education, supporting the continuance of traditional skills and the local economy.  
In finalising the RoWIP, the determination of an approach to effectively engage people in understanding, respecting and considering the needs of each other.  
The provision of RoW information on the web in line with e-government targets and initiatives.  
Ensuring that LAFs represent all viewpoints and interests.  
Potential partners:  
Highways North Yorkshire, Natural England,  
Destination management organisations and joint promotion initiatives, information relating to interests in using rights of way, transport operators, NYCC Education and Social Services Directorate, Mosaic project partners, outreach providers, NFU, CLA and land and built environment interests. | 1. Residents who do not use local rights of way report that they do not use the network because it is poorly publicised (30%), they do not know enough about it (54%), they do not know what rights of way are (18%) and are not confident in using the network (19%).  
2. There appears to be a role for enhanced marketing to encourage the 68% of non-user residents who are not interested in walking, cycling or horse riding and the 29% of non-user residents who travel by unsustainable means to recognise the benefits of the network; this could be a potential partnership with Primary Care Trusts for example.  
3. Visitors to the County rely on good information about rights of way as well as accommodation, transport and other amenities; foreign visitors use web sites to access this kind of information. Some visitors report the view that there is a low availability of rights of way; this may reflect the marketing of such information currently.  
4. There is a view that one must be a car owner and that there is poor availability of public transport to reach some local rights of way, availability from home/holiday accommodation or public transport is important to this group.  
5. Other barriers include furniture such as stiles, psychological barriers such as low perceived safety in using the network or cultural barriers where people from different backgrounds do not know or enjoy local rights of way in the same way as other people. Here there is a recommendation for social inclusion proofing for ‘visible communities’ W. Askins (Visible Communities Use & Perceptions of the NYMNPA & Peak District NPA 2004). This proofing also applies to the accessibility of information about the local rights of way network.  
6. 7% of residents use routes as an educational tool in subjects as diverse as biology and agriculture with 45% using the network to access historic sites. Visitors equally come to find out more about North Yorkshire.  
7. The majority, over 80% of residents and most visitors use routes to enjoy the countryside, improving their health and well being.  
8. All local access forums, liaison groups and an AONB JAC identified a skills gap for young people in navigation, map reading and understanding the environment. |
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| 8.  | To work in a much more holistic way in the provision of ‘joined up thinking’, delivering more effective and efficient services in relation to local rights of way. Including:  
• To encourage all agencies involved in planning, upgrading and delivery of transport schemes to recognise the role of local rights of way in sustainable access.  
• To work with a toolbox of measures from transport engineering (highway engineers and planners), local rights of way, physical works, promotion, agri environment schemes and other public access providers in delivering improvements in sustainable travel.  
• To work with land interests (including agriculture, forestry, heritage and conservation) to our mutual benefit and in partnership.  
• Continued partnership with District Councils regarding nuisance, economic regeneration, leisure and tourism and other areas that have a relationship with local rights of way.  
• To encourage partnership with North Yorkshire Police, Fire and Rescue Service, Community Safety Partnerships and others regarding safety and security for all stakeholders, recognising that work outside the remit of this plan such as safe car parking provision has an impact on the use of local rights of way.  
• To work with Government bodies such as the Ministry of Defence, Crown Estates, Forest Enterprise, Sport England, English Nature and other heritage bodies including the 3 AONBs in North Yorkshire, working together to improve access provision.  
• To work with the private sector, transport operators and providers and rural businesses, supporting a vibrant economy.  
• To work with volunteers, charities and training organisations who contribute in some way to local rights of way.  
• To encourage information exchange and dialogue with all stakeholders, potential and non-users including users who are involved in other recreational pursuits who use access.  
• To keep up to date with best practice and developments relating to all aspects of access provision and management.  | Two way dialogue and information exchange, establishing new partnerships and confirming existing ones.  
Inclusion of local rights of way not only as part of the long term delivery of the LTP2 strategy but in the delivery of 5 year work schemes undertaken for LTP2 including Service Centre Transportation Strategies which are being developed in key Service Centres and the peripheral communities that they serve.  
Representation of all interests relating to local rights of way at the 3 Local Access Forums in the County and opportunities afforded by all stakeholders to question and raise issues with such Forums.  
Encouraging information exchange and partnerships designed to improve access provision in the interests of all stakeholders.  
Potential partners:  
Highways North Yorkshire, National, regional and local public bodies and government including Natural England.  
The private sector.  
The voluntary sector.  
All types of access user, not only walkers and cyclists for example, but people with other outdoor recreational pursuits. The Police and Fire Service. Other partnerships.  | 1. One of the top priorities for users of local rights of way is to avoid busy roads as well as providing a more attractive access resource by definition and usability. The top priorities for LTP2 includes reducing the need and demand to travel and encouraging more sustainable alternatives in order to reduce congestion, improve the environment, enhance accessibility and safety. Many other policy makers and strategists are considering cross cutting partnerships in the delivery of joint outcomes relating to sustainable communities, climate change, a healthy and active population, a vibrant economy and other cross cutting themes.  
2. Land interests wish to ensure the viability of their business operation and protect or enhance the environment. This management of the land results in the very landscape that people wish to access using local rights of way.  
3. Of the Parish Councils who responded, many noted issues concerning nuisance; this is looked after by District Council Environmental Health Departments. Districts also look after leisure services, tourism and some aspects of economic development.  
4. Of the Parish Councils who responded, 35% noted some form of unlawful use of local rights of way. Some respondents, especially at stakeholder workshops, reported the dumping of cars as an issue, tackling these issues requires effective partnership across a range of sectors.  
5. All respondents wished to see responsible use of the local rights of way network.  
6. Many residents and visitors contribute directly or indirectly to business success in North Yorkshire, this includes travel by bus, train or canal boat for example to supporting local cafes, restaurants, food retailers, bakeries, butchers, accommodation providers, petrol stations and outdoor shops. It is estimated that local rights of way generate roughly £450 million to the local economy (based on an Ecotec Research and Consulting study for Craven District including that part of YDNPA in Craven 2003). |
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<td>9.</td>
<td>To use and manage the local rights of way resource <strong>sustainably</strong> includes:</td>
<td>Metres of rights of way saved along coastal fringes. Measuring increases in walking, cycling and horse riding for LTP2 shared transport priorities. Contributing to an overall reduction in greenhouse gas emissions, measured by local air quality indicators and targets, new targets and revisions to policy according to climate change. Contributing to no recognisable deterioration in our biodiversity as measured by relevant public bodies (English Nature).</td>
<td>1. Working within the principles of sustainable development and strategic environmental impact assessment including the EC Habitats Directive. 2. There is a noted potential loss of rights of way at the coast and inland as a result of earth’s natural processes and their enhanced effect through climate change. In some situations a margin area can be negotiated within which local rights of way may be migrated inland, for example, away from the coast. 3. Non-motorised use of local rights of way, especially from home, results in less carbon emissions from vehicles, better air and environment quality both locally and globally and a sustainable future for us all. Many residents already use what is available on their doorstep. It also enhances the sustainability of health and well being.</td>
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|     | - Working to maintain the integrity of local rights of way. This will be in the context of public protection, coastal management planning, catchment management planning and other relevant stakeholder’s interests. This recognises that climate change is speeding up many processes associated with land and water based movement which will impact on the integrity of rights of way in the future.  
- Where there is high demand for local rights of way using appropriate management and maintenance measures.  
- Respecting our environment and the value of native flora and fauna that also inhabit and use route margins, contributing to our biodiversity and the attractiveness of local rights of way.  
- Recognising our most important asset; the land. Balancing the future use and demand for local rights of way with the needs of land interests and conservation.  
- Reducing our impact on climate change, acid rain and other global issues through promotion of sustainable travel alternatives to the private motor vehicle i.e. walking, cycling and horse riding. This also protects the very environments that we seek to access, often our most vulnerable including limestone pavements, wetland, heath, ancient woodland and upland as well as river/water and air quality from the effects of inappropriate resource use. | Partners include: Highways North Yorkshire, Natural England, Land owners and interests, Coastal management partners, Environment Agency, local drainage boards, drainage and other water industry staff. | |
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| 10. | **To maximise the central role of local rights of way in:**  
- Our economy, contributing a significant amount to GDP per head of resident, supporting tourism, rural economies and services such as the local post office and cash point. This was demonstrated by the impact of Foot and Mouth in 2001.  
- Investment, creating an attractive location in which to live and work, regeneration and re-invigorating communities.  
- Our whole sub regional economic vibrancy going forward.  
- New enterprises, business and employment opportunities. Local rights of way translate directly and indirectly into jobs.  
- Land management through times of change with regard to policy changes.  
- Our quality of life, the very thing that attracts investment, regeneration and reclamation schemes that reverses decline and stagnation.  
- Our health and wellbeing, for both residents and visitors acting as a preventative medicine, reducing death rates, disease and illness.  
- Our social inclusion, local rights of way are cost free to use, they are important to economically marginalised people with different abilities, families, people from different backgrounds and act as conduits in supporting walking, cycling, horse riding, running, jogging and access to sport, culture, education, heritage, leisure and recreation to name but a few. | Surveys that indicate increased income derived from visitors or residents who use the local rights of way network and indications of business success which relates directly or indirectly to the network.  
Supporting service centres/market towns in North Yorkshire through the inclusion of local rights of way in Service Centre Transportation Schemes.  
Encouraging information exchange and partnership with key sectors including rural business, health trusts, tourism, the NFU and CLA and many more, helping in creating, retaining and supporting direct and indirect labour, traditional skills and crafts and more sustainable employment and a vibrant economy.  
The number of restoration schemes where there were previously extraction industries that have been reclaimed for public access and enjoyment.  
A survey to define increased use of the network by potential and non-users (Citizens Panel) including the effectiveness of barrier reduction whether this is physical, informational or physiological. | 1. It is estimated that £450 million per annum may be generated as a result of the local rights of way network across North Yorkshire (based on research done by Ecotec for Craven District including that part of the YDNPA in Craven, 2003).  
2. Local rights of way generate a significant input into the economy of North Yorkshire when it is considered that the total income from UK and foreign visitors in North Yorkshire in 2003 was £3932 million (source Yorkshire Tourist Board). Many visitors/residents (56%) visit pubs, restaurants and cafes during their visit. 86% of residents and the majority of visitors use local rights of way to enjoy the countryside.  
3. The economic value of walking may be as much as £343 million in North Yorkshire (Ramblers Association - the economic value of walking). The economic value of horse riding is estimated at £16 million per annum (BHS North Yorkshire).  
4. Mountain biking is a growing activity, this is acknowledged by Forest Enterprise and their plans for the future of Dalby Forest for example.  
5. Foot and Mouth disease demonstrated the close relationship between economy and access provision.  
6. Over 80% of residents use local rights of way for health and well being and enjoyment of the countryside, 51% use the network to pursue outdoor interests, a view supported by visitors to the County.  
7. Local rights of way help people to become active, reducing depression, obesity, hypertension, heart disease, some cancers and are a preventative medicine. |

Partners include: Highways North Yorkshire, Economic Development NYCC, District Councils, Yorkshire Forward, Sport England, Heritage Lottery Schemes, all other relevant aspects of local government, PCTs, Walking the Way to Health Initiative, Natural England and others.
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<td>To <strong>create</strong> public access in the case of local rights of way by order/agreement or through negotiation and other means including permissive agreements via Environmental Stewardship or Woodland Grants for example where there is a demonstrable strategic public benefit, it is economically and technically feasible within its own right and the context of a range of other plans and strategies.</td>
<td>Metres of new rights of way or other concessionary access created where there is a strategic public benefit. Potential partners: Highways North Yorkshire, Defra, Government, Environment Agency, Forest Enterprise, Natural England, landowners and other stakeholders.</td>
<td>1. One of the most important priorities for rights of way is that they are better linked together, offering a more joined up, circular experience as well as linking communities; this is supported by the majority of consultees. 2. Other measures of attractiveness of local rights of way include being a more efficient means of transferring people from origin to destination i.e. shorter, quicker (whole journey), safer, quieter, healthier and more pleasant, particularly in encouraging a switch to more sustainable travel.</td>
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<td>To support <strong>changes to the legal status</strong> of appropriate routes that provide for as many classes of non-motorised user as possible, recognising impacts on future maintenance liability as well as the role of management and information in promoting responsible multiple usage of such routes.</td>
<td>Metres of route upgraded to cycle track (with or without LTP2), bridleway or restricted byway, widening choice and usage.</td>
<td>A cursory glance at the local rights of way network as defined by the definitive map reveals fragmentation and lack of choice in relation to the distribution and availability of bridleways or suitable higher status routes that are available to pedal cyclists and horse riders in particular.</td>
</tr>
</tbody>
</table>
Annex L

Local Transport Plan Strategic Environmental Assessment
Environmental Statement

March 2006
Executive Summary

This Environmental Statement forms the post-adoption statement as required under Part 4 of the Environmental Assessment of Plans and Programmes Regulations 2004. The Statement sets out how environmental considerations have been integral to the production of LTP2. SEA is required under European Directive 2001/42/EC on “the assessment of the effects of certain plans and programmes on the environment”, implemented in England via the Environmental Assessment of Plans and Programmes Regulations 2004. Mouchel Parkman was commissioned by North Yorkshire County Council to undertake the Strategic Environmental Assessment (SEA) of the second Local Transport Plan.

Methodology

The SEA has been undertaken as follows:
A scoping exercise was undertaken between October 2004 and January 2005 and the Scoping Report included the following:
- Details of the contents and objectives of the plan / programme and links with others;
- The environmental characteristics of the area to be significantly affected;
- The relevant aspects of the current state of the environment;
- Existing environmental problems related to areas of environmental performance e.g. related to SACs, SPAs;
- Details of relevant international, European or member state environmental protection objectives and how these are taken into account in the plan / programme;
- Details of alternative strategies for the Plan.

Following consultation on the Scoping Report, the Environmental Report was prepared in February 2005. This included:
- The predicted effects of the Plan and alternative strategies;
- An assessment of the positive and negative effects of the Plan including secondary and cumulative effects, duration of effects, interactions and synergies;
- Proposed mitigation measures;
- Proposed indicators and monitoring system.

The Environmental Report was published alongside consultation on the draft LTP2 and has helped to inform the subsequent development of LTP2.

Influence of SEA on LTP2

Specifically, the SEA process enabled significant changes to ensure that the environmental benefits have been maximised where possible and that any potential negative impacts have been minimised and, where possible, will be mitigated. The influence of the SEA is detailed further in Chapters 2 and 3 of this Statement. Environmental issues have been taken into account during development of the LTP2 in a number of ways and at several stages as follows:

Influence of SEA throughout plan preparation
- Through participation of a representative of the SEA team at LTP Steering Group meetings.
- Through the establishment of an SEA Task Group comprising officers from the LTP team, the Planning and Countryside Unit and the Economic Development Unit.
- Through continual liaison between SEA and LTP officers outside of the formal meeting structure.

Influence of SEA during production of draft LTP2
- Through a stakeholders forum prior to preparing draft LTP2 involving both LTP2 and SEA teams, including presentations and workshops on both transport planning and strategic environmental assessment issues.
- Through early formulation of SEA draft objectives which could be taken into account during the transport planning process.
- Through the circulation of responses received on the Scoping Report to members of the transport planning team.
- Through circulation of written guidance on SEA approaches and issues to all members of the transport planning team.
- Through “brainstorming” with SEA and LTP Officers of alternative approaches that could be applied in developing the draft LTP2.

Changes between draft and provisional LTP2

After consultation on the draft LTP2 and the Environmental Report the following three activities helped to inform the LTP2 revision.

- A Gap Analysis to identify internally any areas that needed further work, strengthening or amending.
- Consideration of the Environmental Report to identify areas that could be improved in terms of their environmental impact, and to ensure that any amendments to the LTP2 were consistent with achieving positive environmental outcomes.
- Consideration of consultation responses.

Examples of the more significant changes that occurred in the transition from draft to provisional LTP2 are as follows.

- Further information has been included on wider engagement and public consultation.
- Changes have been made to the toolkit of measures. An Environmental Toolkit has been included dealing with introduction of alternative and diversionary routes, utilisation of low noise road surfacing, and continuing the introduction of 20 mph zones and limits.
- More details have been provided on issues for each of the proposed Service Centres. District Councils, National Park Authorities, AONBs, English Heritage and English Nature will be involved as necessary when developing the Service Centre Transportation Strategies.
- The Section concerned with strategic issues (including cross boundary travel and commuting) has been expanded. Specific reference is made to the social and environmental impacts of high traffic and other transport movements in the context of cross boundary travel.
- New material has been included on community rail development and bus services.
- The description of the LTP2 Environment objective has been revised to include information regarding legislation and targets in relation to climate change and greenhouse gases. The Environment Objective seeks to ensure that transport provision wherever possible enhances the environment rather than degrading it. The LTP2 Quality of Life objective has been expanded to include additional environmental elements (landscape, biodiversity and climate change).
- The description of environmental impacts of the Local Transport Strategy (LTS) and LTP2 includes reference to elements other than air quality i.e. natural and built landscape; transport infrastructure impacts on
landscape; energy use and associated air pollution from service provision; and impacts of quarrying for aggregates used for road construction and maintenance.

- The LTS contains specific reference to management of the environmental impacts of transport. Inclusion of both National Park Authorities in the Road Safety Partnership ensures that consideration of the impact of road safety schemes on the environment is kept high on the agenda.

- It is noted that a freight audit will be carried out and that there will be a separate audit of water freight facilities in North Yorkshire. It is also noted that there is a need to facilitate lorry movements but in a way that recognises the sensitivities of the local environment and those communities that the lorry serves. 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.

- The LTS contains the following additional elements:
  - 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.

- The accessibility strategy framework has been revised and includes a statement that it is imperative that developments are sensitive to the character of their surroundings in order to preserve the county's landscape, wildlife and historic heritage. The framework includes specific strategy components to manage traffic in environmentally and socially sensitive areas, and to promote alternative more sustainable modes of transport.

- Additions have been made to the highways maintenance objectives to include the use of modern asphalt materials to reduce the effects of traffic noise, and to prevent polluted effluent from highways drainage affecting watercourses. A section has been included on Environmental Management Strategy dealing with resource use, supply chain assessment, waste recycling and re-use, aggregates and energy reduction. Proposals to rationalise County operational depots will reduce salt pollution of the environment by up to 10,000 tonnes of salt per annum.

- The bus strategy has been revised with specific reference to sustainable tourism. Specific actions have been added to the section on transport and sustainable tourism measures.

- A statement of progress in development of the Rights of Way Improvement Plan (RoWIP) has been included and reference made to carbon free travel choice and to the sustainable use and management of the RoW resource.

- Confirmation of the importance of undertaking detailed environmental appraisal of major schemes at the project stage.

Changes to the LTP2 as a Consequence of the Environmental Report
The main changes to the LTP2 as a result of the Environmental Report are as follows.

- The LTP2 “Environment” objective was modified to incorporate air quality, noise and climate change. The LTP2 “Quality of Life” objective was modified to incorporate elements such as built and natural environment and biodiversity as well as safety and community issues. This came about through consultation and the gap analysis, but was reinforced by the Environmental Report.

- Identification of the links between the national and regional CO2 targets in terms of how LTP2 can contribute to meeting these has been strengthened.

- In relation to the Environment objective, the provisional LTP2 includes a reference to work that is being undertaken on production of guidance for transport works in areas of special environmental interest, e.g. National Parks and AONB, particularly in relation to design issues.

- The provisional LTP2 includes increased reference to its influence over traffic and transport noise in both urban and rural areas.

- During development of the draft LTP2, the SEA included an assessment of the full range of toolkit measures that were then under consideration. The draft LTP2 included only a subset of the toolkit measures originally considered in the SEA; there have been further revisions and additions to the list of toolkit measures during the transition from draft to provisional LTP2.

- The Environmental Report has influenced the further development of the objective-based scheme prioritisation system.

- The Environmental Report helped to identify some of the local environmental issues which will need to be considered as part of the Service Centre Transportation Strategies.

- Whilst cross boundary commuting was considered during the development of LTP2 through proposals relating to modal shift and also through liaison with land use planning, the Environmental Report has helped to identify the scope and scale of this within North Yorkshire and adjoining authority areas. This has enabled more explanation to be given around the issues associated with cross boundary commuting.

- The Environmental Report provided information on the detrimental impacts of increased air travel which has helped inform discussions around addressing this issue.

- The provisional LTP2 recognises the possible negative impacts of increasing rail capacity, e.g. through increased congestion at rail crossings.

- The provisional LTP2 provides more explanation of the potential significance of highways maintenance in relation to exhaust emissions, and materials use in relation to carbon reductions. The provisional LTP2 also includes specific indicators relating to the use of materials in road maintenance and their subsequent recycling or disposal.

- The provisional LTP2 notes that SEA indicators and targets are contained in the draft Environmental Statement and will be incorporated into the LTP2 targets by March 2006.

- The provisional LTP2 incorporates text containing the wider justification for inclusion of major schemes. This follows on from the SEA and consultation which revealed some concerns over such schemes. For one scheme, details of the potential route have been removed from the provisional LTP2 and reference made to the need to assess route options. This acknowledges the environmental issues identified in the Environmental Report.

The Environmental Report also provided the following which have been useful in taking the LTP2 forward after consultation.

- Confirmation of appropriate strategy approach and the intuitive feel for the environmental implications of the LTP2.

- Confirmation of the importance of undertaking detailed environmental appraisal of major schemes at the project stage.
Changes between provisional and adopted LTP2

The LTP2 was further developed following feedback on the provisional LTP2 from the Government Office for Yorkshire and the Humber and the Department for Transport in December 2005. Although not influenced by SEA, in terms of SEA objectives and environmental implications these amendments will make the Plan stronger through:

- Development of a Congestion Strategy. Congestion in North Yorkshire tends to be concentrated in small areas and at certain times of the day. However this can lead to localised environmental problems, in particular noise and air quality. The Congestion Strategy takes forward the approach set out in the Local Transport Strategy which focuses on three broad themes of reducing the need to travel, encouraging modal shift and managing traffic. The Strategy will assess congestion problems at key locations and set out measures to address these. The SEA identified positive environmental effects resulting from the LTP’s approach to congestion. The Strategy aims to heighten the focus upon addressing congestion issues and therefore creating environmental improvements. Any potential local impacts can be mitigated at the project level utilising the suggested mitigation measures set out in section 4.7 of the Environmental Report as a basis.

- The objective based prioritisation system now also includes consideration of Quality of Life issues, which encompasses inter alia landscape and biodiversity, noise and climate change.

- Emphasis on travel awareness and softer measures has been increased via direct reference to the Government document ‘Making Smarter Choices Work’ as part of the Toolkit of Measures.

- Reference to the Plan’s influence over policies and allocations in other plans, in particular Local Development Frameworks has been strengthened throughout the Plan. This will help to ensure that the environmental implications of transport requirements are important considerations in preparing planning policies and allocating sites for development. Part of this also involves increasing the analysis of future trends which help to ensure that the Plan is prepared for influencing the development of other plans.

Monitoring

The monitoring process established in the Statement details how potential significant environmental effects of the plan will be recorded and can be mitigated against. This will be undertaken as part of the LTP2 monitoring process and will feed into the implementation of the Plan.
1 Introduction

Purpose
This Environmental Statement forms the post-adoption statement as required under Part 4 of the Environmental Assessment of Plans and Programmes Regulations 2004. The Environmental Statement relates to the North Yorkshire Local Transport Plan (2006-2011) as adopted on 1st April 2006.

The Plan and the accompanying Scoping Report, Environmental Report and the Environmental Statement may be viewed at www.northyorks.gov.uk/ltp or may be requested from or viewed at:
North Yorkshire County Council
County Hall
Racecourse Lane
Northallerton
DL7 8AH

The documents may be viewed from Monday to Thursday between the hours of 8.30am and 5.00pm and on Fridays between 8.30am and 4.30pm. Inspection is free of charge, however a fee will be charged for provision of individual copies.

1.1 Background
Mouchel Parkman was commissioned by North Yorkshire County Council (NYCC) in October 2004 to prepare the Strategic Environmental Assessment (SEA) for the second North Yorkshire draft Local Transport Plan (LTP2). The LTP2 seeks to address the County’s transport problems and take advantage of local opportunities over the period July 2006 to July 2011.

The Draft Environmental Statement, included as Annex L in Provisional LTP2 (July 2005) was produced by Mouchel Parkman, however revisions to develop the final Environmental Statement have been undertaken by North Yorkshire County Council.

1.2 North Yorkshire LTP2
The LTP2 is a statutory five year plan outlining the way in which NYCC and its partners intend to ensure that transport contributes to a better quality of life for all residents and visitors to North Yorkshire. The plan has been produced by NYCC in accordance with the requirements of the Transport Act 2000. The Plan covers the period 1 April 2006 to 31 March 2011 and replaces the first LTP which expired on 31 March 2006.

The LTP system aims to encourage high quality planning and delivery of local transport, and also to provide a basis for tracking performance locally. Guidance for the second round of LTPs places emphasis on four key themes:
- Setting transport in the wider context
- Locally relevant targets
- Identifying the best value for money solutions
- Indicators and trajectories

The key difference between the LTP2 and its predecessor is that it is represented in two parts, the first representing a Local Transport Strategy (LTS) with a 10-15 year timescale, and the second providing the policies and programmes to deliver the LTS over the period 2006 to 2011 (LTP2). The LTS sets transport in a wider context where transport is a means not an end, and in which transport is “joined up” with the wider planning and policy framework.

1.3 Strategic Environmental Assessment

1.3.1 Relevant Legislation
European Directive 2001/42/EC “on the assessment of the effects of certain plans and programmes on the environment” (the SEA Directive) requires member states to ensure that Strategic Environmental Assessments are carried out for plans and programmes, and modifications to them. The SEA Directive has been implemented in England through the Environmental Assessment of Plans and Programmes Regulations 2004 which came into force on 20 July 2004.

The purpose of the SEA Directive is to ‘provide for a high level of protection of the environment and contribute to the integration of environmental considerations into the preparation and adoption of plans … with a view to promoting sustainable development.’

1.3.2 The SEA Process
The Department for Transport (DfT) in their “New Approach to Appraisal” (NATA), Transport Assessment Guidance (TAG) Unit 2.11, outline the stages of preparation of the SEA to fit with the preparation of the LTP. The stages are summarised in Table 1 overleaf.

In order to fit with the programme for completion of the North Yorkshire LTP2, preparation of the SEA was separated into two phases. This approach of dividing the SEA into two steps ensured that a clear and full understanding of the approach to the SEA was developed by all the LTP authors and stakeholders before the assessment commenced.
As the process of preparation of a SEA for LTP was new, and both are interacting iterative processes, an agreed programme and approach to working the two processes together was essential.

1.3.3 Scoping of the SEA
The initial phase involved preparation of a draft Scoping Report (Stages A and B in Table 1)1. In accordance with the requirements of the SEA Directive and NATA guidance, the Scoping Report included the following:
- Details of the contents and objectives of the plan / programme and links with others.
- The environmental characteristics of the area to be significantly affected.
- The relevant aspects of the current state of the environment. Existing environmental problems related to areas of environmental performance e.g. related to SACs, SPAs.
- Details of relevant international, European or member state environmental protection objectives and how taken into account in the plan / programme.

Table 1: SEA Stages

**Stage A: Setting the context, identifying the objectives, problems and opportunities, and establishing the baseline**
- Identify other relevant plans and programmes
- Identify environmental protection objectives of other plans and programmes and state their relation to the LTP
- Collect initial baseline data, including data on likely future trends
- Identify environmental issues
- Propose SEA objectives
- Propose indicators

**Stage B: Deciding the scope of SEA and alternatives to be considered**
- Define alternatives with LTP authors
- Scope the focus of the SEA
- Identify additional data needs
- Refine the SEA objectives and proposed indicators

**Stage C: Assessing and mitigating the effects of the Plan**
- Predict effects of the Plan (including the individual alternatives identified in stage B and their cumulative effects)
- Assess the positive and negative effects of the plan, including secondary and cumulative effects, duration of effects, interactions and synergies
- Identify mitigation measures
- Discuss and agree mitigation measures with LTP authors
- Refine preferred alternatives

**Stage D: Consultation on the draft Plan and Environmental Report**
- Prepare Environmental Report
- Consultation on the Plan and Environmental Report
- Address consultation responses as appropriate and finalise Environmental Report

**Stage E: Monitoring**
- Establish clear and practicable measures for monitoring the effects of the Plan, linked to the objectives and indicators of the SEA
- Establish proposals for action in the event of any significant adverse effects

The SEA Directive also requires ‘an outline of the reasons for selecting the alternatives dealt with’. The Scoping Report established alternative strategies for the plan including the “do nothing” option. It set out the methods to be used in assessing the potentially significant environmental consequences of implementation of the plan and its alternatives. The Scoping Report formed the basis for formal consultation with environmental authorities (Section 3.1.2).

### 1.3.4 The Environmental Report
SEA Stages C and D (Table 1) form the basis for the SEA Environmental Report which was prepared taking into account the results of consultation on the Scoping Report.

### 1.3.5 The Environmental Statement
To satisfy the requirements of the SEA Directive, authorities should state how they have taken the findings of the SEA into account. This is accomplished through publication of a SEA Environmental Statement along with the adopted plan. There is no formal guidance on structure for the Environmental Statement for LTP other than that it “…should be sufficiently detailed to show how the plan was changed to take account of issues raised or why no changes were made”. However, the SEA Regulations are quite specific about what must be included in the Statement. In particular, the Regulations require that the Statement will be made available to stakeholders and will cover:
- How environmental considerations have been integrated into the plan or programme.
- How the Environmental Report has been taken into account.

### 1.3.6 SEA Consultation
The Government has designated four Agencies – the Countryside Agency, English Heritage, English Nature and the Environment Agency as ‘consultation bodies’ that must be consulted during the SEA assessment process.

Consultation must occur at three stages:
- **Screening**. When determining if a plan or programme requires an SEA.
- **Scoping**. When deciding on the scope and level of detail of the information which must be included in the Environmental Report.
- **Reporting**. When consulting more widely on the Environmental Report and the accompanying draft plan.

In addition, following adoption, information must be made available on the plan adopted, consultations, decisions made and monitoring measures.

The draft Scoping Report was available for consultation for six weeks in December 2004 and January 2005. The Environmental Report accompanied publication of the draft LTP2 in March 2005. Comments received on the draft LTP2 and the

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Environmental Report were taken into account in preparing the provisional LTP2 (July 2005) and the accompanying Draft Environmental Statement. The final Environmental Statement takes into account further changes to the LTP2 following submission to the DfT, and developments in elements of the LTP2, specifically the Accessibility Strategy and the Transport Asset Management Plan.

1.4 Role of SEA in Development of the LTP2

The scope of the SEA included both the LTS and the LTP2 but placed emphasis on the former. Carried out alongside preparation of the LTP2, the SEA provided information on the likely environmental impacts of a number of potential strategy options designed to address the LTP2 objectives. This information, when considered alongside other factors such as affordability, achievability and compliance with LTP2 guidance, helped to select the strategy adopted in the plan.

Through development of a set of SEA objectives covering many aspects of the environment, the SEA has also provided a framework against which individual LTP2 “toolkit” measures and proposals for local service centres or major schemes could be assessed. The SEA objectives have also provided a basis for developing a series of environmental indicators and targets against which the future performance of the LTP2 can be measured.

1.5 Relevant Documents

Relevant documents and their location are summarised in Table 2.

<table>
<thead>
<tr>
<th>Document</th>
<th>Location</th>
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<tbody>
<tr>
<td>North Yorkshire County Council Local Transport Plan. <a href="http://www.northyorks.gov.uk/ltp">www.northyorks.gov.uk/ltp</a></td>
<td></td>
</tr>
<tr>
<td>North Yorkshire County Council Local Transport Plan. Annexes <a href="http://www.northyorks.gov.uk/ltp">www.northyorks.gov.uk/ltp</a></td>
<td></td>
</tr>
<tr>
<td>North Yorkshire County Council Local Transport Plan Strategic Environmental Assessment. Environmental Statement <a href="http://www.northyorks.gov.uk/ltp">www.northyorks.gov.uk/ltp</a></td>
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</tbody>
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2 The SEA Process

2.1 Integration of Environmental Considerations into the LTP2

The structure for developing the LTP2 involved the creation of task groups to focus on specific LTP2 topics, a Steering Group and a project team. The SEA Task Group comprised representatives of the LTP2 project team, the Planning and Countryside Unit and the Economic Development Unit. The LTP2 project team member provided a continuous link between the SEA and LTP2 process. This enabled the SEA process to feed into the LTP2 process throughout as well as at key stages. Development of the LTP2 also involved continuous liaison across the County Council and with other organisations.

Stages in development of the LTP2 and SEA, their integration and relationships with key stakeholders are set out in Figure 1.

Environmental issues have been taken into account throughout development of the provisional LTP2 in a number of ways and at several stages as follows:

2.1.1 Influence of SEA throughout plan preparation
- Through participation of a representative of the SEA team at LTP Steering Group meetings.
- Through the establishment of an SEA Task Group comprising officers from the LTP team, the Planning and Countryside Unit and the Economic Development Unit.
- Through continual liaison between SEA and LTP officers outside of the formal meeting structure.

2.1.2 Influence of SEA during production of draft LTP2
- Through a stakeholders forum prior to preparing draft LTP2 involving both LTP2 and SEA teams, including presentations and workshops on both transport planning and strategic environmental assessment issues.
- Through early formulation of SEA draft objectives which could be taken into account during the transport planning process.
- Through the circulation of responses received on the Scoping Report to members of the transport planning team.
- Through circulation of written guidance on SEA approaches and issues to all members of the transport planning team.
- Through “brainstorming” with SEA and LTP Officers of alternative approaches that could be applied in developing the draft LTP2.
Figure 1. Integration of LTP2 and SEA

Stage of LTP2 development
- Stakeholder Forum (Presentations and workshops on LTP issues)
- Initial LTP consultation
- Identification of LTP2 issues
- Selection of alternative strategies
- Selection of strategy
- Drafting of LTP2
- Consultation on draft LTP2
- Consideration of consultation responses, environmental assessment and undertaking of Gap Analysis
- Revision of LTP2
- Submission of Provision LTP2 to DfT along with draft Environmental Statement
- Final LTP2 and final Environmental Statement (March 2006)

SEA integration
- Environmental issues and problems
- Development of SEA objectives
- Assessment of strategies
- Scoping of SEA
- Consultation on draft Scoping Report
- SEA task group input to drafting of LTP2 via the steering group
- Strategic Environmental Assessment
- Publication of Environmental Report alongside draft LTP2
- Production of draft Environmental Statement
- Revision of Environmental Statement as necessary

Participants:
- Statutory consultees, stakeholders, NYCC directorates
- All task groups, LTP2 project team
- LTP2 project team and task groups
- LTP2 project team, Steering Group and all task groups. Liaison with external organisations
- Statutory consultees, stakeholders, all NYCC Directorates, elected Members
- NYCC environmental and heritage officers
- NYCC environmental and heritage officers
2.1.3 Changes between draft and provisional LTP2
After consultation on the draft LTP2 and the Environmental Report the following three activities helped to inform the LTP2 revision.

- A Gap Analysis to identify internally any areas that needed further work, strengthening or amending.
- Consideration of the Environmental Report to identify areas that could be improved in terms of their environmental impact and to ensure that any amendments to the LTP2 were consistent with achieving positive environmental outcomes.
- Consideration of consultation responses.

Examples of the more significant changes that occurred in the transition from draft to provisional LTP2 are as follows:

- Further information has been included on wider engagement and public consultation.
- Changes have been made to the toolkit of measures. An Environmental Toolkit has been included dealing with introduction of alternative and diversionary routes, utilisation of low noise road surfacing and continuing the introduction of 20 mph zones and limits.
- More details have been provided on issues for each of the proposed Service Centres. District Councils, National Park Authorities, AONBs, English Heritage and English Nature will be involved as necessary when developing the Service Centre Transportation Strategies.
- The Section concerned with strategic issues (including cross boundary travel and commuting) has been expanded. Specific reference is made to the social and environmental impacts of high traffic and other transport movements in the context of cross boundary travel.
- New material has been included on community rail development and bus services.
- The description of the LTP2 Environment objective has been revised to include information regarding legislation and targets in relation to climate change and greenhouse gases. The Environment Objective seeks to ensure that transport provision wherever possible enhances the environment rather than degrading it. The LTP2 Quality of Life objective has been expanded to include additional environmental elements (landscape, biodiversity and climate change).
- The description of environmental impacts of the LTS and LTP2 includes reference to elements other than air quality i.e. natural and built landscape; transport infrastructure impacts on landscape; energy use and associated air pollution from service provision; and impacts of quarrying for aggregates used for road construction and maintenance.
- The LTS contains specific reference to management of the environmental impacts of transport. Inclusion of both National Park Authorities in the Road Safety Partnership ensures that consideration of the impact of road safety schemes on the environment is kept high on the agenda.
- It is noted that a freight audit will be carried out and that there will be a separate audit of water freight facilities in North Yorkshire. It is also noted that there is a need to facilitate lorry movements but in a way that recognises the sensitivities of the local environment and those communities that the lorry serves. 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.
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2.1.4 Changes to the LTP2 as a Consequence of the Environmental Report

The main changes to the LTP2 as a result of the Environmental Report are as follows.

- The LTP2 “Environment” objective was modified to incorporate air quality, noise and climate change. The LTP2 “Quality of Life” objective was modified to incorporate elements such as built and natural environment and biodiversity as well as safety and community issues. This came about through consultation and the gap analysis but was reinforced by the Environmental Report.
- Identification of the links between the national and regional CO2 targets in terms of how LTP2 can contribute to meeting these has been strengthened.
- In relation to the Environment objective, the provisional LTP2 includes a reference to work that is being undertaken on production of guidance for transport works in areas of special environmental interest, e.g. National Parks and AONB,
The Environmental Report also provided the following information on the local environmental issues which will need to be considered as part of the Service Centre Transportation Strategies.

- The provisional LTP2 includes increased reference to its influence over traffic and transport noise in both urban and rural areas.
- During development of the draft LTP2, the SEA included an assessment of the full range of toolkit measures that were then under consideration. The draft LTP2 included only a subset of the toolkit measures originally considered in the SEA; there have been further revisions and additions to the list of toolkit measures during the transition from draft to provisional LTP2.
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- The Environmental Report helped to identify some of the local environmental issues which will need to be considered as part of the Service Centre Transportation Strategies.
- Whilst cross boundary commuting was considered during the development of LTP2 through proposals relating to modal shift and also through liaison with land use planning, the Environmental Report has helped to identify the scope and scale of this within North Yorkshire and adjoining authority areas. This has enabled more explanation to be given around the issues associated with cross boundary commuting.
- The Environmental Report provided information on the detrimental impacts of increased air travel which has helped inform discussions around addressing this issue.
- The provisional LTP2 recognises the possible negative impacts of increasing rail capacity, e.g. through increased congestion at rail crossings.
- The provisional LTP2 provides more explanation of the potential significance of highways maintenance in relation to exhaust emissions, and materials use in relation to carbon reductions. The provisional LTP2 also includes specific indicators relating to the use of materials in road maintenance and their subsequent recycling or disposal.
- The provisional LTP2 notes that SEA indicators and targets are contained in the draft Environmental Statement and will be incorporated into the LTP2 targets by March 2006.
- The provisional LTP2 incorporates text containing the wider justification for inclusion of major schemes. This follows on from the SEA and consultation which revealed some concerns over such schemes. For one scheme, details of the potential route have been removed from the provisional LTP2 and reference made to the need to assess route options. This acknowledges the environmental issues identified in the Environmental Report.

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- Confirmation of appropriate strategy approach and the intuitive feel for the environmental implications of the LTP2.
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2.1.5 Changes between provisional and adopted LTP2

The LTP2 was further developed following feedback on the provisional LTP2 from the Government Office for Yorkshire and the Humber and the Department for Transport in December 2005. Although not influenced by SEA, in terms of SEA objectives and environmental implications these amendments will make the Plan stronger through:

- Development of a Congestion Strategy. Congestion in North Yorkshire tends to be concentrated in small areas and at certain times of the day. However this can lead to localised environmental problems, in particular noise and air quality. The Congestion Strategy takes forward the approach set out in the Local Transport Strategy which focuses on three broad themes of reducing the need to travel, encouraging modal shift and managing traffic. The Strategy will assess congestion problems at key locations and set out measures to address these. The SEA identified positive environmental effects resulting from the LTP’s approach to congestion. The Strategy aims to heighten the focus upon addressing congestion issues and therefore creating environmental improvements. Any potential local impacts can be mitigated at the project level utilising the suggested mitigation measures set out in section 4.7 of the Environmental Report as a basis.
- The objective based prioritisation system now also includes consideration of Quality of Life issues, which encompasses inter alia landscape and biodiversity, noise and climate change.
- Emphasis on travel awareness and softer measures has been increased via direct reference to the Government document ‘Making Smarter Choices Work’ as part of the Toolkit of Measures.
- Reference to the Plan’s influence over policies and allocations in other plans, in particular Local Development Frameworks has been strengthened throughout the Plan. This will help to ensure that the environmental implications of transport requirements are important considerations in preparing planning policies and allocating sites for development. Part of this also involves increasing the analysis of future trends which help to ensure that the Plan is prepared for influencing the development of other plans.
3 Consultation

3.1 Consultation Components

Consultation is a key element of the SEA process. For the North Yorkshire LTP2 SEA the consultation process has involved the following four components. A Consultation Report detailing the process of consultation throughout the preparation of LTP2 can be viewed at www.northyorks.gov.uk/ltp.

3.1.1 During Preparation of the Scoping Report

To ensure that LTP stakeholders were consulted at an early stage in the SEA, environmental stakeholders were invited to a “stakeholders forum” to discuss issues that should be taken into account during preparation of the Scoping Report. The forum took place on 1 November 2004 and addressed all aspects of LTP not just SEA. It involved more than 60 participants representing over 40 organisations. It included formal presentations as well as informal workshops on all aspects of LTP. It provided an opportunity to explain the purpose of SEA and to present the draft objectives of the LTP2 SEA. Comments received during and following the meeting were taken into account during scoping of the SEA.

3.1.2 Draft Scoping Report

In addition to statutory consultees (Countryside Agency, English Heritage, English Nature and the Environment Agency) consultation on the draft Scoping Report was extended to a wide range of individuals and organisations as listed in Appendix 1. Consultation took place over 6 weeks in December 2004 and January 2005. The responses to consultation on the SEA Scoping Report were summarised in Appendix 1 of the Environmental Report along with details on how the comments received were taken into account whilst preparing the Report.

3.1.3 Environmental Report

The Environmental Report was prepared during January and early February 2005 and was published alongside consultation on draft LTP2 in March and April 2005. It was available to statutory consultees, other environmental organisations listed above (with the addition of Yorkshire Culture (formerly Yorkshire Cultural Consortium) and Yorkshire Regional Environmental Forum), all organisations and individuals which had received or requested copies of the draft LTP2 and members of the public.

Results of consultation on the draft LTP2 and the accompanying Environmental Report have been collated to form the LTP2 Consultation Report and were taken into account when revising the draft LTP2 to form the provisional LTP2, subsequently the adopted LTP2.

3.1.4 Environmental Statement

This Environmental Statement takes account of further changes to the LTP2 prior to its adoption. It is then provided to consultation bodies and public consultees in accordance with the SEA Regulations.

3.2 Effects of Consultation on the Draft and Adopted LTP2

In the initial stages, the SEA process concentrated on informing the LTS through selection of options that met both LTS and SEA requirements (see Section 4.1.1 of this report). In later stages, the SEA concentrated on informing the LTP2 through selection of toolkit measures and individual schemes that met both LTS and SEA requirements (see Section 4.1.2).

Consultation at the scoping stage (reported in the Environmental Report) resulted in amendment and refinement to the draft SEA objectives, indicators and targets, as well as corrections and additions to the SEA baseline.

The results of consultation on the draft LTP2 and Environmental Report are reported separately (see reference to Consultation Report provided in Section 1.5). Key issues arising from consultation relevant to the SEA process are summarised in Table 3 below.
Table 3: Key Observations and Responses from the Consultation Process

<table>
<thead>
<tr>
<th>Observation</th>
<th>Summary of response / action</th>
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<tbody>
<tr>
<td>The SEA has been developed without consideration of external influences and limited consideration of strategic issues. Cross-boundary commuting is acknowledged but not taken further. The impact of trunk roads should be factored in to the appraisal process.</td>
<td>It is difficult for an SEA of an LTP to assess impacts on and of HA roads and further afield when the local authority has no mechanism for either controlling those impacts or, in many cases, mitigating them. This requires a higher level SEA at national or regional level to provide a framework for LTP SEA.</td>
</tr>
<tr>
<td>An explanation is required of why the SEA objectives are not used after section 3 of the SEA Environmental Report.</td>
<td>The objectives form the framework for the assessment and have been used in developing the significance criteria and in undertaking the scoring (see Section 2.2 of this Report).</td>
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<tr>
<td>The LTP2 Objective 3 (Environment) emphasises air quality. It needs to be developed to include the threat of traffic and road engineering.</td>
<td>The Environment and Quality of Life Objectives have been developed in the provisional LTP2 to include additional environmental factors.</td>
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<tr>
<td>The LTP2 should make clear NYCC’s policies to ameliorate the damage to verges associated with mineral and timber extraction.</td>
<td>A reference has been included in the provisional LTP2.</td>
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<tr>
<td>Regional cycle routes and national and regional walking trails are missing from the introductory list of countywide issues.</td>
<td>Cycle routes and walking trails have been incorporated into the sustainable tourism section of the provisional LTP2.</td>
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<tr>
<td>Limited reference has been made to Quiet Lanes.</td>
<td>Quiet Lanes have been added to the LTP2 toolkit.</td>
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<tr>
<td>A clearer idea is required of how sustainable tourism is to be achieved.</td>
<td>The adopted LTP2 sets out the measures to be introduced to deliver the sustainable tourism strategy.</td>
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<tr>
<td>The overall impact of transport on greenhouse gases is well documented. The draft LTP2 does not contain a quantified and effective drive to cut CO2 emissions in the future.</td>
<td>The adopted LTP2 has been amended to place more emphasis on the contribution to CO2 targets in the Local Transport Strategy (Section 4).</td>
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<tr>
<td>Noise intrusion in the Dales has become a significant factor, measures are needed for this along with targets for noise reduction.</td>
<td>The SEA contained specific objectives relating to noise. Noise is to be considered as a local issue in Service Centre Transportation Strategies.</td>
</tr>
<tr>
<td>The air quality toolkit should make reference to providing new routes and improving access to alternative routes to allow traffic to avoid locations with poor air quality.</td>
<td>A reference to diversion and alternative routes has been included into the provisional LTP2 toolkit.</td>
</tr>
<tr>
<td>There is little or no reference to ensuring that highways works take account of landscape character and the special historic character of North Yorkshire. There is also a need to consider incremental effects of highway maintenance.</td>
<td>The adopted LTP2 includes a commitment to develop a design guide for highways works in sensitive areas.</td>
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</table>
4 Alternative Options

4.1 Alternatives Considered

4.1.1 Definition of Alternatives
The SEA Directive requires that “reasonable alternatives, taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated”. The DfT TAG Unit 2.11 guidance indicates that “identifying and (in Stage C) comparing appropriate strategic alternatives is ... a key aspect of SEA and NATA. Reviewing alternatives helps to ensure that the plan’s significant environmental impacts are taken into account during the preparation of the plan. It also assists in explaining to decision-makers and consultees why these strategies and measures and no other, are being put forward.”

The original draft LTS and its underlying aims and objectives were sufficiently broad to allow it to be implemented through a range of alternative plans each involving a combination of transport strategies, some of which apply to a single alternative and some of which apply to more than one alternative.

Possible alternative approaches to be adopted in the LTP2 were identified at an early stage through a “brainstorming exercise” involving representatives of both the LTP2 and SEA teams. The exercise took as its starting point the draft vision and aims of the LTS and considered how these could be implemented, in the short term, through the LTP2. A range of options was considered which were later consolidated into the four alternatives that are summarised below.

Option 1: Do nothing
In accordance with the requirements of the SEA Directive, this option considered the consequences without implementation of LTP2. DfT guidance indicates that the “without the plan” scenario should be developed in line with certain principles such that it:
- Is based on Government policies.
- Should assume that other adopted plans and programmes will deliver as planned.
- Should assume the continued implementation of strategies and measures planned in earlier adopted versions of the plan, unless they were planned to be time-limited.
- Should not assume any new strategies or measures even if these appear to be essential in the light of current Government policies or of other plans and programmes.

It was therefore concluded that the do nothing option could be summarised as one in which only those elements of LTP1 which reflect statutory responsibilities are continued i.e.
- Home to school transport for journeys over three miles (not funded through the LTP).
- Essential road safety improvements (£0.5-2 million capital).
- Essential highway maintenance (no capital, £10 million revenue).

Option 2: Continue LTP1
Since Option 1 was considered by the participants to be likely to result in a near-breakdown of the transport network in North Yorkshire it was concluded that a second option should consider the situation in which it was assumed that the existing LTP (Section 1.1.5) would continue with the same policies and a similar level of funding. The existing transport strategy comprises the following inter-related measures:
- Improved public transport provision, including for example development of bus, rail, community transport, better interchange facilities, better information and awareness, provision of park and ride facilities where appropriate and safety and security improvements.
- Improved facilities and networks for cyclists and pedestrians to encourage use of these modes especially as alternatives to the car for shorter journeys.
- Improved facilities for people with impaired mobility in order to remove barriers and make transport facilities and services more accessible and user friendly.
- Implementation of demand management measures, with emphasis on discouraging private car use for commuting to the main centres through management of long stay parking, travel awareness campaigns, green travel plans and other appropriate measures.
- Highway network management and maintenance to achieve better, more efficient use of existing infrastructure primarily through the implementation of traffic management measures, improvements to the road network to facilitate improvements, safety schemes, improved accessibility and the encouragement of movement of goods by alternative means to road transport.

Option 3: Modal shift and demand management
This option involved the best possible use of policies to utilise the existing road network and expand alternatives to travel by car. The main elements were as follows.
- Improvements to infrastructure for sustainable transport alternatives to the motor vehicle (walking, cycling, public transport etc.).
- Reduce the need to travel including some form of travel awareness raising.
- No expansion or improvement in capacity for the existing road infrastructure except where required on safety grounds.
- Introduction of some form of demand management and/or fiscal measures.

Option 4: Catering for demand
This option involved raising the capacity of the road network to cater for increasing demand. The main elements were as follows.
- Targeted capacity improvements to the road infrastructure (particularly at bottlenecks).
- Road safety improvements.
- Reduced priority for sustainable transport improvements.

Dualling of the A64 was excluded from all four options on the basis that it is the responsibility of DfT and would be unlikely to be completed within the timescale for LTP2.
4.1.3 **Shared Priority Toolkit Measures**

The draft LTP2 defined a number of shared priorities and, for each, provided (draft LTP2, Chapter 3) a set of example "Toolkit Measures". In order to assist with the selection of these measures, the SEA included a brief qualitative assessment of the likely overall environmental impact of each of the measures. The results of this assessment indicated that, when considered in isolation, the majority of proposed measures would lead to an improvement in environmental conditions. It was not possible to determine the possible synergistic or cumulative effects of combinations of toolkit measures.

4.1.2 **Major Schemes**

The SEA included consideration of four possible major schemes. These schemes had been selected for inclusion in the draft LTP2 as a result of the screening process described in the Environmental Report and were:

- A684 Bedale, Aiskew and Leeming Bar Bypass
- A167 North End Level Crossing, Northallerton
- A6068 Kildwick Level Crossing
- A59 Kex Gill Diversion

The assessment indicated that all four schemes would be likely to be associated with negative environmental impacts of varying degree and that the scheme proposed for Kex Gill could result in particularly significant impacts. Route options, including their potential environmental impact, are therefore being examined. The provisional LTP2 recognises that for the Kex Gill scheme it will need to be demonstrated that safety, economy and integration objectives outweigh any significant negative environmental impacts which cannot be mitigated adequately.

Adopted LTP2 includes a wider justification for the proposed major schemes following on from the SEA and the consultation, both of which raised concern over the schemes. Following further preliminary assessment and further consultation with GOYH, the LTP2 identifies the following five schemes for development and potential construction during the LTP2 period of 2006 to 2011.

- A684 Bedale, Aiskew and Leeming Bar Bypass
- A167 North End Level Crossing, Northallerton
- A6068 Kildwick Level Crossing
- A59 Kex Gill Diversion
- A61 / B6161 Killinghall Bypass

The latter scheme was included following consultation on draft LTP2 and was therefore not considered in the Environmental Report. For consistency, Appendix 2 contains a NATA Appraisal Summary Table for this scheme prepared according to the same criteria as for the other two. LTP2 notes that a study in 2004 indicated that an alternative to the preferred route (established in 1993) may be viable that is both shorter and closer; as a consequence various route options are being investigated prior to public consultation.

4.2 **Option Chosen for the LTP2**

The strategy adopted in the provisional LTP2, and taken forward into the adopted LTP2 (see LTS Section 4.4), reflects a three pronged approach based on the following themes.

- **Reducing the need and demand for travel.** The environmental impact of traffic and transport is directly related to the amount of travel undertaken. Through measures to reduce the need for travel (e.g. encouraging local delivery of services) the amount of travel and therefore its environmental impact can be reduced.

- **Encouraging modal shift.** Inappropriate car use often leads to large volumes of traffic on the roads. By encouraging people to choose more environmentally friendly modes of transport (walking and cycling for shorter trips, public transport for longer trips) the volume of traffic and hence its environmental impact can be reduced.

- **Management and mitigation.**Whilst addressing the root causes of problems is always preferable to treating the symptoms there will remain a need to manage and mitigate against the environmental impacts of transport and traffic. Where appropriate, the County Council will therefore take measures to manage traffic in areas of particular environmental sensitivity (both rural and urban areas). Measures may range from speed reduction to the diversion of traffic onto more suitable or new routes. Mitigation, such as noise barriers and planting to screen visual intrusion, is the final resort in addressing environmental issues.

4.3 **Reasons for Choosing Preferred Option**

The results of considering different strategy options within the SEA, summarised in Figure 2, indicated that options 1, 2 and 4 would all result in significant primary, secondary or cumulative impacts on the environment. In contrast, the projected environmental impacts of option 3 were considered to be less marked, the majority being predicted to result in positive environmental benefit when measured against the existing baseline and trends. A strategy based on the concept of improving accessibility to services, encouraging modal shift and demand management was therefore adopted. This strategy (Section 4.2) concentrates on measures to make better use of the existing highway network and expand alternatives to travel by car.

Option 3 also set a framework for ensuring that the LTP2 would be consistent with the delivery of other plans and strategies which have clear environmental and transport links. Progression of the other options, particularly option 4, would have been detrimental to achieving aims set out in other plans and strategies both in the County and region.
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<th>Air quality</th>
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<th>Water quality</th>
<th>Soil</th>
<th>Landscape &amp; townscape</th>
<th>Cultural heritage</th>
<th>Material assets</th>
<th>Climate change</th>
<th>Biodiversity, flora &amp; fauna</th>
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<td>Option 2: Continue LTP 1</td>
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<td>Option 3: Modal Shift and Demand Management</td>
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Footnote: Full details are given in Section 4.3. ↑ indicates positive impact. ↓ indicates negative impact. † indicates uncertain impact. Significance of impact indicated by number of arrows.
5 Monitoring Requirements

5.1 Purpose of SEA Monitoring

The SEA Directive requires that the significant environmental effects of implementing a plan or programme should be monitored to identify unforeseen environmental effects and to allow remedial action to be taken.

SEA monitoring can be used to answer questions such as:
- Were the assessment's predictions of environmental effects accurate?
- Is the plan or programme contributing to the achievement of desired environmental objectives and targets?
- Are mitigation measures performing as well as expected?
- Are there any adverse environmental effects? Are these within acceptable limits, or is remedial action desirable?

5.2 Significant Adverse and Beneficial Effects that Require Monitoring

Section 3.3.13 of the Environmental Report sets out those areas where it is considered that potentially significant effects would arise as a result of LTP2. The potentially significant impacts were identified as a result of scoping the effects of LTP2 strategies.

5.3 Measures Proposed to Monitor Potentially Significant Effects

5.3.1 Indicator selection

The SEA Environmental Report (Appendix 3) established provisional indicators. It was noted that although many of the indicators had been established there were others that would need to be clarified prior to implementation of the LTP2. This reflects the fact that, in some cases, baseline information or trends were either missing or needed to be further collated. Therefore the indicator set has since been reviewed in acknowledgement of the need to ensure that data is available, or can be made available, for monitoring purposes. In addition the review looked again at the indicators in terms of the significant environmental effects. As a result a series of indicators have been removed/amended and details of these are set out in Appendix 3.

As environmental impacts have not previously been monitored in such a comprehensive fashion gaps in the data available to monitor the chosen indicators 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 LTP2 process. Where this is the case it is proposed that data collected in the 2006/7 year will form the baseline. Any limitations are recognised alongside the details provided for each indicator in Appendix 4.

In some instances additional indicators have been added since production of the Environmental Report where this was felt to be beneficial to obtain an accurate as possible measurement of environmental impact. Table 4 below summarises the indicators to be used. A detailed schedule of all indicators is attached as Appendix 4.
<table>
<thead>
<tr>
<th>Indicator</th>
<th>Description</th>
<th>Baseline Year</th>
<th>Baseline</th>
<th>Desired direction of change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Objective 1: Reduce greenhouse gas emissions from transport</strong></td>
<td>1.1 CO2 emissions from road transport</td>
<td>-</td>
<td>-</td>
<td>To decrease from 2006/7 base</td>
</tr>
<tr>
<td></td>
<td><strong>Objective 2: Maintain the proportion of energy consumed from renewable sources whilst reducing overall energy requirements</strong></td>
<td>2.1 Energy requirement for the transport infrastructure</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>2.2 Percent of renewable electricity used in transport infrastructure</td>
<td>2005/6</td>
<td>100%</td>
<td>To maintain</td>
</tr>
<tr>
<td></td>
<td>2.3 Number of solar or other renewable installations on transport infrastructure</td>
<td>2005</td>
<td>44 installations</td>
<td>To increase</td>
</tr>
<tr>
<td><strong>Objective 3: Reduce vulnerability to climate change</strong></td>
<td>3.1 Number of closures / traffic management of strategic (NYCC category 2, 3a and 3b) routes due to flooding.</td>
<td>-</td>
<td>-</td>
<td>To decrease from 06/07 base</td>
</tr>
<tr>
<td><strong>Objective 4: Improve local air quality</strong></td>
<td>4.1 Number of transport related AQMAs</td>
<td>2005/6</td>
<td>0</td>
<td>To maintain</td>
</tr>
<tr>
<td><strong>Objective 5: Reduce and mitigate noise impacts from transport with particular attention to tranquil areas</strong></td>
<td>5.1 Level of noise from transport</td>
<td>-</td>
<td>-</td>
<td>To maintain or decrease from 06/07 base</td>
</tr>
<tr>
<td><strong>Objective 6: Maintain and enhance landscape and townscape character resources</strong></td>
<td>6.1 Damage to landscapes due to transport and transport infrastructure</td>
<td>-</td>
<td>See Environmental Report para 2.5.5 To maintain or enhance</td>
<td></td>
</tr>
<tr>
<td></td>
<td>6.2 Approved and implemented enhancement schemes for landscapes and townscape</td>
<td>-</td>
<td>-</td>
<td>To maintain or increase from 06/07 base</td>
</tr>
<tr>
<td><strong>Objective 7: Maintain and enhance opportunities for, and quality of, enjoyment of the countryside and townscape</strong></td>
<td>7.1 Quality of footpaths, equestrian routes and cycle paths</td>
<td>2004/5</td>
<td>36.32% in poor condition</td>
<td>To decrease</td>
</tr>
<tr>
<td></td>
<td>7.2 Number and lengths or PRoW</td>
<td>2004/5</td>
<td>10,048km</td>
<td>To maintain or increase</td>
</tr>
<tr>
<td></td>
<td>7.3 Number of cycling trips</td>
<td>2003/4</td>
<td>100 index (1136)</td>
<td>To increase</td>
</tr>
<tr>
<td></td>
<td>7.4 Public transport patronage</td>
<td>2003/4</td>
<td>16.1 million journeys</td>
<td>To increase</td>
</tr>
<tr>
<td><strong>Objective 8: Maintain and enhance area of Biodiversity Action Plan priority habitat and aim to gain within highway limits</strong></td>
<td>8.1 Number of highways schemes incorporating enhancement schemes for biodiversity</td>
<td>-</td>
<td>-</td>
<td>To maintain or increase from 06/07 base</td>
</tr>
<tr>
<td></td>
<td>8.2 Status and quality of Special Interest Verges</td>
<td>-</td>
<td>-</td>
<td>To maintain or increase from 06/07 base</td>
</tr>
<tr>
<td><strong>Objective 9: Avoid detrimental impacts to designated nature conservation sites</strong></td>
<td>9.1 Area/number of designated sites identified as being harmed by transport or the transport network</td>
<td>December 2005</td>
<td>20</td>
<td>To decrease</td>
</tr>
<tr>
<td></td>
<td>9.2 Area/number of designated sites identified as being enhanced through transport works</td>
<td>-</td>
<td>-</td>
<td>To maintain or increase from 06/07 base</td>
</tr>
<tr>
<td></td>
<td>9.3 Area/number of SINCs identified as being harmed by the transport network</td>
<td>-</td>
<td>-</td>
<td>To decrease from 06/07 base</td>
</tr>
<tr>
<td></td>
<td>9.4 Area/number of SINCs identified as being enhanced by the transport network</td>
<td>-</td>
<td>-</td>
<td>To maintain or increase from 06/07 base</td>
</tr>
<tr>
<td><strong>Objective 10: Maintain and enhance habitats for legally protected species</strong></td>
<td>10.1 Number of highways schemes incorporating enhancement schemes for protected species</td>
<td>-</td>
<td>-</td>
<td>To maintain or increase from 06/07 base</td>
</tr>
<tr>
<td></td>
<td>10.2 Number of casualties of protected species on the highway network</td>
<td>2001-2005</td>
<td>10pa (average – otters)</td>
<td>To decrease</td>
</tr>
<tr>
<td>Indicator</td>
<td>Description</td>
<td>Baseline Year</td>
<td>Baseline</td>
<td>Desired direction of change</td>
</tr>
<tr>
<td>-----------</td>
<td>-------------</td>
<td>---------------</td>
<td>----------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>Objective 11: Protect soil quality and where practical improve soil retention</td>
<td>Proportion of topsoil reused on site</td>
<td>-</td>
<td>-</td>
<td>To maintain or increase from 06/07 base</td>
</tr>
<tr>
<td>Objective 12: Minimise the irreversible loss of the best and most versatile agricultural land</td>
<td>Amount of agricultural land take for highways developments</td>
<td>-</td>
<td>-</td>
<td>To minimise</td>
</tr>
<tr>
<td>Objective 13: Limit groundwater and surface water pollution to levels that do not damage natural systems</td>
<td>Category 1 or 2 pollution incidents affecting water where source is transport</td>
<td>2004/5</td>
<td>0</td>
<td>To maintain</td>
</tr>
<tr>
<td>Objective 14: Enhance existing drainage systems through more sustainable approaches</td>
<td>Percent of total drainage from transport system subject to treatment through sustainable systems</td>
<td>-</td>
<td>-</td>
<td>To maintain or increase from 06/07 base</td>
</tr>
<tr>
<td>Objective 15: Minimise any increase in the susceptibility of land use activities to flooding</td>
<td>To be developed as part of LTP2 process.</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Objective 16: Preserve historic buildings and areas, archaeological sites and other culturally important features</td>
<td>Number of designated heritage assets or their settings lost or degraded by transport schemes or their enabling works.</td>
<td>-</td>
<td>-</td>
<td>To decrease from 06/07 base</td>
</tr>
<tr>
<td></td>
<td>Number of non-designated heritage assets or their settings lost or degraded by transport schemes or their enabling works.</td>
<td>-</td>
<td>-</td>
<td>To decrease from 06/07 base</td>
</tr>
<tr>
<td>Objective 17: Where appropriate enhance sites of historic importance</td>
<td>Number of designated heritage assets or their settings enhanced or safeguarded by transport schemes or their enabling works.</td>
<td>-</td>
<td>-</td>
<td>To maintain or increase from 06/07 base</td>
</tr>
<tr>
<td></td>
<td>Number of non-designated heritage assets or their settings enhanced or safeguarded by transport schemes or their enabling works.</td>
<td>-</td>
<td>-</td>
<td>To maintain or increase from 06/07 base</td>
</tr>
<tr>
<td>Objective 18: Ensure sustainable use of materials through efficient use of raw materials and increased use of recycled</td>
<td>Proportion of recycled or re-used materials that are used in highway works</td>
<td>-</td>
<td>-</td>
<td>To increase from 06/07 base</td>
</tr>
<tr>
<td></td>
<td>Proportion of arisings re-used and recycled</td>
<td>2004/5</td>
<td>Approx 38%</td>
<td>5% increase per annum</td>
</tr>
<tr>
<td></td>
<td>Proportion of arisings sent to landfill</td>
<td>2004/5</td>
<td>Approx 62%</td>
<td>5% decrease per annum</td>
</tr>
</tbody>
</table>

The following information is included in Appendix 3 in relation to each indicator:
1. What will be monitored?
2. What information is available to monitor this?
3. Where is this information obtained from?
4. Who in the County Council will be responsible for collating this information and reporting to the LTP2 monitoring team (SEA monitoring will be reported as part of LTP2 annual progress reports)?
5. How attributable is the change/trend to the LTP2?
6. If the information shows an undesired change, what could be done through LTP2 to reverse this?

In relation to point 5 above a key has been developed to indicate the level of attribution to LTP2:
- Primary – direct - Directly measurable and directly attributable to actions resulting from LTP2.
- Primary – indirect - Directly measurable but not directly attributable to LTP2.
- Secondary - Doesn’t directly measure progress towards the objective / target but data can be linked to the achievement of the objective / target.
5.3.2 Gaps in information
As explained in paragraph 5.3.1 above gaps in the data do currently exist. Where this is the case these limitations are recognised alongside the details provided for each indicator in Appendix 3. The ODPM 2005 guidance states that “Monitoring is used, where appropriate, during implementation of the plan or programme to make good deficiencies in baseline information in the SEA”. In this respect it is proposed that data will be gathered throughout the LTP2 process and a system of recording and monitoring this established. Details of progress with this will be set out in the Annual Monitoring Reports.

5.3.3 Indicator recording
A revised system of presenting the indicators has been established since the Environmental Report was produced to ensure that sufficient information can be presented in a logical way. Details regarding monitoring of each of the indicators are set out in Appendix 4.

5.3.4 Monitoring of Major Schemes
Major Schemes were assessed during the SEA process to allow for comparison between the LTP2 with major schemes and the LTP2 without major schemes. The contribution of the major schemes, along with all other schemes, to various impacts will be picked up via the SEA monitoring. Scheme-specific impacts will be monitored where considered appropriate and necessary as a result of the Environmental Impact Assessment. In many cases monitoring occurs throughout the design and construction process to ensure that no unpredicted adverse effects arise. Monitoring systems and mitigation measures are also attached where necessary to planning consent.

5.3.5 Organisational structure
A further challenge in providing adequate monitoring of the SEA will be in providing an organisational structure able to collate the relevant information, to ensure effective institutional responses to manage adverse trends or outcomes, and to ensure that the results are taken into account in project-specific EIA.

It is proposed that where possible monitoring for all SEAs for which the County Council is responsible will be undertaken in a co-ordinated fashion to eliminate duplication and inconsistency. It is proposed to link monitoring through collation of contextual information and through requests for information. LTP2 SEA monitoring will be integrated with the LTP Annual Monitoring Report process.

A proforma for monitoring has been developed to enable information and data collation to be consistent across the indicators, and to provide an audit trail for the monitoring process. It is proposed that a proforma would be completed annually for each indicator. The proforma is attached at Appendix 5.

5.3.6 LTP2 environment indicators and targets
In addition to the SEA indicators and the adopted LTP2 targets, local environmental indicators and targets will be set as and when appropriate during the implementation of LTP2.

5.4 Highways Maintenance Sustainable Development Policy
The SEA objectives are also being promoted via the development of a Sustainable Development Policy and checklist for highways maintenance works. This is being developed alongside the Highways Maintenance Plan, and in close consultation with our design and construction partners. This will act to ensure that environmental implications are considered at all stages of highways maintenance schemes, and will allow a site specific or scheme specific assessment of likely impacts, possible alternatives, mitigation measures and identification of enhancements. It is likely that this will be rolled out beyond Highways Maintenance to encompass all County Council transport works.
List of SEA Consultees

- Countryside Agency
- English Nature
- Hambleton District Council
- Craven District Council
- Harrogate Borough Council
- Richmondshire District Council
- Ryedale District Council
- Scarborough Borough Council
- Selby District Council
- City of York Council
- North York Moors National Park Authority
- Yorkshire Dales National Park Authority
- North Yorkshire and Cleveland Heritage Coast
- Nidderdale AONB
- RSPB
- The Society for the Protection of Ancient Buildings
- WWF-UK
- Woodland Trust
- York Archaeological Trust
- Yorkshire Water
- Yorkshire Wildlife Trust
- Northallerton Town Council
- Richmond Town Council
- Skipton Town Council
- Tadcaster Town Council
- Whitby Town Council
- Yorkshire Local Councils Association
- Easingwold Town Council
- English Heritage
- Environment Agency
- Government Officer for Yorkshire and the Humber
- Ancient Monuments Society
- British Trust for Conservation Volunteers
- Council for British Archaeology
- CPRE (North Yorkshire)
- CPRE (Tees Valley)
- DEFRA
- ENCAMS
- Farming and Wildlife Advisory Group (North Yorkshire)
- Friends of the Earth
- Forestry Commission
- The Garden History Society
- Howardian Hills AONB
- National Trust
- National Trust (Yorkshire and North East Region)
- Freight Transport Association
- Highways Agency
- House Builders Federation
- National Farmers Union
- Newcastle International Airport Ltd
- Tees East & North Yorkshire Ambulance Service
- North Yorkshire Fire & Rescue Service
- Network Rail (North & East Yorkshire)
- Railtrack plc
- Yorkshire Tourist Board
- Yorkshire Rural Community Council
- Helmsley Town Council
- British Waterways
- Confederation of British Industry
- Country Land & Business Association
- Countryside Agency
- Cyclist Touring Club
- Harrogate & District Access Group
- Federation of Small Businesses
- Wensleydale Railway plc
- Kirkby Lonsdale Minicoaches
- Yorkshire Wildlife Trust
- Transport 2000
- Sustrans
- Stephensons of Easingwold
- CPRE - NY Branch
- Yorkshire Forward
- The Forestry Commission
- GNER
- British Horse Society
- The Ramblers Association
- Motorcycle Action Group
- HQ 19th Mech Brigade & Catterick Garrison
- North Yorkshire Moors Railway
- Freightliner Ltd
- Direct Rail Services
- Strategic Rail Authority
- Confederation of Passenger Transport
- Harrogate & Craven Rural Transport Partnership
- Scarborough & NEY Rural Transport Partnership
- Reliance Motor Services
- Quarry Products Association
- York & North Yorkshire Chamber of Commerce
- North Yorkshire Training & Enterprise Council
- Friends of Settle-Carlisle Line
- The Timber Growers Association
- English Welsh & Scottish Railways Ltd
- Yorkshire Dales Public Transport Users Group
- Rail Passengers Committee (NE England)
- British Motorcycle Federation
- The Pedestrians Association
- Hambleton Rural Transport Partnership
- National Federation of Bus Users
- Embsay & Bolton Abbey Railway
- National Community Transport Association
- North Yorkshire Police
- Thornes Independent
- Harrogate District Community Transport
- Arriva Trains Northern
- Mouchel North Yorkshire
- Raynesway Construction Southern Ltd
- First Group
- Northern Rail
- Virgin Trains
- Hull Trains
- Association of Community Rail Partners
- Esk Valley Railway Development Company
- Yorkshire Coast Community Rail Partnership
- Settle Carlisle Development Company
• Selby Rural Transport Partnership
• Selby & District Rail Users Group
• Lancaster & Skipton Rail Users Group
• GB Railfreight
• Freightliner
• Northern Rail
• Arriva Trains Northern
• Association of Community Rail Partnership
• Railway Heritage Trust
• Trans Pennine Rail Group
• West Yorkshire PTE
• Office of Rail Regulation
• Skipton East Lancashire Rail Action Partnership
• First North Western Trains
• Association of Train Operating Companies
• Durham Tees Valley Airport
• Leeds Bradford International Airport
• North York Moors National Park
• Yorkshire Dales National Park
• North Yorkshire Forum for Voluntary Organisations
• Sport England
• John Smith & Sons
• Dales & District
• Pennine Motor Services
• The Road Haulage Association
• The Settle & Carlisle Railway Trust
• Strategic Rail Authority
• Aire Valley Rail Users Group
• CBA Yorkshire Region Group
• Yorkshire Gardens Trust
• Better Government for Older People
• JobCentre Plus (Access to Work)
• Connexions (Access to Work and Learning)
• Craven, Harrogate & Rural District PCT
• Hambleton & Richmondshire PCT
• Scarborough, Whitby & Ryedale PCT
• Selby & York PCT
• Crime & Disorder Reduction Partnerships
• Selby & York TPT Forum
• Craven TPT Forum
• Harrogate TPT Forum
• Hambleton & Richmondshire Transport Forum
• Harrogate & Craven Transport Partnership Officer
• Selby Rural Transport Partnership Officer
• Hambleton & Richmondshire Transport Partnership Officer
• Ryedale Rural Transport Partnership Officer
• Arriva Yorkshire
• East Yorkshire Motor Services
• Arriva North East
• Blazefield Holdings
<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
<th>Problems</th>
<th>Present value of Costs to Public Accounts £m</th>
</tr>
</thead>
<tbody>
<tr>
<td>A61 / B6161 Killinghall Bypass</td>
<td>The A61 and B6161 form part of an important route corridor from the A1 north of Ripon to the A59 and Harrogate. This route provides access to southern Yorkshire Dales (including the national park and Nidderdale AONB), Skipton and the South Craven area, Bradford and Keighley and to east Lancashire beyond. The A61 and B6161 join in the centre of the village of Killinghall. The primary objective is to remove the through traffic from Killinghall.</td>
<td>In 1998 there were 19,000 vehicles per day (9% HGV) passing through the centre of Killinghall village (population 2,850) on an existing winding single carriageway with low standard junctions. Traffic is up to 6% higher in holiday periods. Accident rate is 20% above national average. Severe environmental and severance problems in Killinghall.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Objective</th>
<th>Sub-objective</th>
<th>Qualitative Impacts</th>
<th>Quantitative Assessment</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENVIRONMENT</td>
<td>Air quality</td>
<td>Air quality in Killinghall will be improved. 470 properties will experience improved air quality and 72 will experience reduction in air quality.</td>
<td>↑</td>
<td>Primary, Improvement in Killinghall but new sources from bypass</td>
</tr>
<tr>
<td></td>
<td>Noise</td>
<td>Traffic noise in Killinghall will decrease. 456 properties will experience lower noise and 5 will experience increased noise levels.</td>
<td>↑</td>
<td>Primary, Reduction in noise in Killinghall but increased noise from bypass</td>
</tr>
<tr>
<td></td>
<td>Water quality</td>
<td>Risk of polluting a watercourse during construction and during operation. Impact on land drainage.</td>
<td>↓</td>
<td>Primary, Runoff from road surfaces, Impacts on land drainage, Residual impacts after mitigation</td>
</tr>
<tr>
<td></td>
<td>Soil</td>
<td>Loss of soil resources from construction of new road. Nature of soils not known.</td>
<td>↓</td>
<td>Primary, Land take – nature of soils not known</td>
</tr>
<tr>
<td></td>
<td>Landscape</td>
<td>Passes through a Special Landscape Area.</td>
<td>↓</td>
<td>Primary, Visual impacts</td>
</tr>
<tr>
<td></td>
<td>Townscape</td>
<td>Removal of traffic</td>
<td>↑↑</td>
<td>Secondary, Reduced traffic and impacts of traffic</td>
</tr>
<tr>
<td></td>
<td>Cultural heritage</td>
<td>Listed Buildings in Killinghall</td>
<td>↑↑</td>
<td>Secondary, Improved settings to Listed Buildings</td>
</tr>
<tr>
<td></td>
<td>Material assets</td>
<td>Construction of new roads and junctions</td>
<td>↓</td>
<td>Primary, Use of materials for construction and maintenance</td>
</tr>
<tr>
<td></td>
<td>Climate change</td>
<td>Reduced congestion in Killinghall leading to reduced CO2 emissions</td>
<td>↑</td>
<td>Secondary and cumulative, Reduction in air pollution in congested areas</td>
</tr>
<tr>
<td></td>
<td>Biodiversity, flora and fauna</td>
<td>No information</td>
<td>↓</td>
<td>Uncertain</td>
</tr>
<tr>
<td></td>
<td>Physical fitness</td>
<td>Unchanged levels of stress</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Journey ambience</td>
<td>Improved</td>
<td></td>
<td>Neutral</td>
</tr>
<tr>
<td>SAFETY</td>
<td>Accidents</td>
<td>Slight increase in risk of head-on collisions on single carriageway bypass but reduced accidents overall and reduced serious and slight casualties. Improved safety of pedestrians and cyclists in Killinghall.</td>
<td></td>
<td>PVB £7.1m 119% of PVC, Beneficial</td>
</tr>
<tr>
<td></td>
<td>Security</td>
<td>No known security problems</td>
<td></td>
<td>Neutral</td>
</tr>
<tr>
<td>Option</td>
<td>Description</td>
<td>Problems</td>
<td>Present value of Costs to Public Accounts £m</td>
<td></td>
</tr>
<tr>
<td>--------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>-----------------------------------------------</td>
<td>---------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>ECONOMY</td>
<td>Public Accounts</td>
<td></td>
<td>PVC £6.0m</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Transport Economic Efficiency: Business Users &amp; Transport Providers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Transport Economic Efficiency: Consumers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Marginal journey time savings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Reliability</td>
<td>Slight improvement</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wider Economic Impacts</td>
<td>Opportunity for further growth and development in Harrogate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ACCESSIBILITY</td>
<td>Option values</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Severance</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Access to the transport system</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Traffic removed from Killinghall</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Improved access to Yorkshire Dales, Skipton and the South Craven area, Bradford and Keighley and to east Lancashire</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>INTEGRATION</td>
<td>Does not provide for interchange between modes of transport</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Transport interchange</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Land-Use Policy</td>
<td>Consistent with NYCC plans</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Other Government Policies</td>
<td>Consistent with Regional Planning Guidance</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX 3

Schedule of indicators removed or amended following the publication of the Environmental Report.
<table>
<thead>
<tr>
<th>Objective</th>
<th>Indicator in Environmental Report</th>
<th>Removal / amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 1</td>
<td>CO2 emissions calculated from primary information (vehicle km, vehicle types, vehicle speeds)</td>
<td>Replaced with CO2 emissions from road transport (a more direct measurement).</td>
</tr>
<tr>
<td>Objective 3</td>
<td>Number and type of flooding incidents impacting on the network</td>
<td>Replaced with Number of closures / traffic management of strategic routes due to flooding. It is not possible to obtain information about all flooding incidents as they are not all recorded.</td>
</tr>
<tr>
<td>Objective 5</td>
<td>Number and type of requests for noise compensation</td>
<td>Removed as it doesn’t necessarily reflect the actual noise levels. Removed as this information is not available and is not likely to be available.</td>
</tr>
<tr>
<td>Objective 6</td>
<td>Number / location / area of nationally designated landscapes (e.g. AONBs, National Parks, Heritage Coasts) damaged by the transport infrastructure.</td>
<td>Removed. There is not sufficient information to monitor this. Countryside Quality Counts assessments will be used to monitor landscape impacts. The Countryside Agency suggested the use of Local Authority Landscape Character Assessments however as these have been prepared to different timescales it would be difficult to establish a baseline and ensure consistent monitoring across the County.</td>
</tr>
<tr>
<td>Objective 7</td>
<td>Number, quality, lengths and usage of footpaths, equestrian routes and cycle paths to community facilities and open countryside.</td>
<td>Amended to reflect all routes, not just those to the open countryside and community facilities.</td>
</tr>
<tr>
<td>Objective 8</td>
<td>Areas of BAP priority habitat</td>
<td>Removed. Not all priority habitats are recorded, only those as part of projects.</td>
</tr>
<tr>
<td>Objective 10</td>
<td>Locations, types and areas of habitat for protected species in the vicinity of or affected by the transport infrastructure.</td>
<td>Removed. Data is not available for each habitat in terms of transport impacts. Road casualties of legally protected species will be monitored instead.</td>
</tr>
<tr>
<td>Objective 11</td>
<td>Impacts of transport network on soil quality and soil retention.</td>
<td>Removed. This data is not available but data on amount of topsoil reused on site can be used.</td>
</tr>
<tr>
<td>Objective 12</td>
<td>Increase in area under ESA and CS schemes.</td>
<td>Removed. It is difficult to establish a link between this indicator and the significant environmental impacts of the LTP2.</td>
</tr>
<tr>
<td>Objective 13</td>
<td>Deterioration in water quality of water bodies affected by the transport network.</td>
<td>Amended. General information on water quality is not available but information on serious pollution instances caused by transport is.</td>
</tr>
<tr>
<td>Objective 15</td>
<td>Number and types of flooding instances that can be attributed to the transport network.</td>
<td>Amended. Information on all flooding instances is not available. However data on the number of works to resolve flooding on neighbouring land and property is.</td>
</tr>
<tr>
<td>Objectives 16/17</td>
<td>All indicators</td>
<td>Amended. Due to the forthcoming move towards reference to Designated and non-Designated sites in the Heritage Protection Review it is proposed to amend these indicators to reflect this.</td>
</tr>
<tr>
<td>Objective 18</td>
<td>Lifecycle assessments of construction and maintenance materials</td>
<td>Removed. This data is not available however lifetime costs are intended to become an integral consideration in highways maintenance and construction with the introduction of a County Council policy on sustainable development for highways.</td>
</tr>
</tbody>
</table>
APPENDIX 4
Schedule of Indicators
Objective 1: Reduce greenhouse gas emissions from transport

Assessment of significance (Section 3.1.13 of Environmental Report)

**Climate**
There is a potential for significant cumulative effects in relation to climate, primarily through transport-related contributions to emissions of carbon dioxide, one of the drivers for climate change, and for secondary effects arising from climate change e.g. the impact of higher intensity rainfall episodes on the transport network.

**Material Assets**
There is potential for primary impacts on material assets. This relates to efficiency of use of raw materials in construction, operation and maintenance of the transport infrastructure including use of renewable energy sources.

**Indicator 1.1 - CO2 emissions from road transport**

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Quality of Life Indicator 25 Audit Commission</td>
<td>Primary - indirect</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
</tbody>
</table>

**Trend**
Increasing CO2 emissions to 2010 due to increased levels of traffic (See Environmental Report section 2.5.4)

**Baseline**
Audit Commission data not available at time of writing

**Desired direction of change**
Decrease in CO2 emissions

**Data Collection/Collation Arrangements**
Planning and Countryside Unit (Policy Development)

**Suggested remedial action**
Increase focus upon travel awareness

**Problems / Constraints**
Whereas other CO2 sources are reducing, transport is increasing. Improvements in vehicle fuel efficiency will also contribute to reduce CO2 emissions.

**Other notes**
Data is estimated using annual average daily traffic flows and assumptions on speeds.

Objective 2: Maintain the proportion of energy consumed from renewable sources whilst reducing overall energy requirements

Assessment of significance (Section 3.1.13 of Environmental Report)

**Climate**
There is a potential for significant cumulative effects in relation to climate, primarily through transport-related contributions to emissions of carbon dioxide, one of the drivers for climate change, and for secondary effects arising from climate change e.g. the impact of higher intensity rainfall episodes on the transport network.

**Material Assets**
There is potential for primary impacts on material assets. This relates to efficiency of use of raw materials in construction, operation and maintenance of the transport infrastructure including use of renewable energy sources.

**Indicator 2.1 – Energy Requirement for the Transport Infrastructure**

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYCC statistics</td>
<td>Primary - Direct</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
</tbody>
</table>

**Trend**
Uncertain

**Baseline**
Baseline data not available

**Desired direction of change**
To decrease from 06/07 base

**Data Collection/Collation Arrangements**
Highways North Yorkshire LTP Team

**Suggested remedial action**
Increase amount of embedded renewables generation
Review practises with regards to use of vehicles

**Problems / Constraints**
n/a

**Other notes**
This data is not monitored at present but it is proposed to collate this information throughout LTP2.
Objective 3: Reduce vulnerability to climate change

Assessment of significance (Section 3.1.13 of Environmental Report)

Climate
There is a potential for significant cumulative effects in relation to climate, primarily through transport-related contributions to emissions of carbon dioxide, one of the drivers for climate change, and for secondary effects arising from climate change e.g. the impact of higher intensity rainfall episodes on the transport network.

Indicator 3.1 - Number of closures / traffic management of strategic (NYCC category 2, 3a and 3b) routes due to flooding.

Schedule of Data

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYCC Statistics</td>
<td>Primary</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
</tbody>
</table>

Trend
Increasing

Baseline
No baseline data

Desired direction of change
To decrease from 06/07 base

Data Collection/Collation Arrangements
Highways North Yorkshire (Asset Management)

Suggested remedial action
Review of drainage systems

Problems / Constraints
n/a

Other notes
Data is not available, or practicable to collect, for every flooding instance which impacts upon the road network, the only data relates to road closures due to flooding.

Indicator 2.2 - Percent of renewable electricity used in transport infrastructure

Schedule of Data

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYCC Statistics</td>
<td>Primary - Direct</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
</tbody>
</table>

Trend
Renewable energy generation increasing.

Baseline
100% electricity for transport infrastructure from renewable sources (biomass and landfill gas – contract until 2008)

Desired direction of change
Maintain 100% of electricity for transport infrastructure to be met from renewable sources.

Data Collection/Collation Arrangements
Highways North Yorkshire LTP Team

Suggested remedial action
Review contracts for electricity purchase

Problems / Constraints
n/a

Other notes
n/a

Indicator 2.3 – Number of solar or other renewable installations on transport infrastructure

Schedule of Data

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYCC Statistics</td>
<td>Primary</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
</tbody>
</table>

Trend
Increasing

Baseline
44 installations at August 2005

Desired direction of change
Increase

Data Collection/Collation Arrangements
Highways North Yorkshire LTP Team

Suggested remedial action
Investigate increasing the number of installations

Problems / Constraints
n/a

Other notes
Current installations are on road signage and bus information
Objective 4: Improve local air quality

Assessment of significance (Section 3.1.13 of Environmental Report)

Air Quality
There is a potential for significant primary impacts on air quality as a result of increased vehicle exhaust emissions. Air quality can result in secondary impacts on other components of the environment including human health, soil, biota and the cultural heritage.

Indicator 4.1 - Number of transport related AQMAs (Air Quality Management Areas).

<table>
<thead>
<tr>
<th>Source type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>District authority air quality monitoring reports</td>
<td>North Yorkshire (each District)</td>
<td>Annual</td>
</tr>
</tbody>
</table>

Trend
Currently no transport related declared AQMAs

Baseline
Currently no transport related declared AQMAs

Desired direction of change
To maintain.

Data Collection/Collation Arrangements
Highways North Yorkshire (LTP Team)

Suggested remedial action
Development of Air Quality Management Strategy

Problems / Constraints
n/a

Other notes
n/a

Objective 5: Reduce and mitigate noise impacts from transport with particular attention to tranquil areas

Assessment of significance (Section 3.1.13 of Environmental Report)

Noise and Vibration
There is potential for significant primary impacts from noise and vibration. Both noise and vibration can result in secondary impacts on other components of the environment including damage to cultural heritage from vibration, noise disturbance in both urban and rural settings, and disturbance of biota such as breeding birds.

General comments
It was raised through consultation that tranquillity should be monitored. The latest data on tranquillity dates from 1990 and it is not known when subsequent data will be produced. In terms of monitoring the effects of LTP2 it is considered that the data is insufficient.

Indicator 5.1 – Level of noise from transport

<table>
<thead>
<tr>
<th>Source type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYCC Annual Traffic Data Report</td>
<td>Primary - Indirect</td>
<td>North Yorkshire</td>
</tr>
</tbody>
</table>

Trend
Uncertain

Baseline
Annual Traffic Data Reports are under development and there is therefore no baseline data.

Desired direction of change
To maintain or decrease from 06/07 base

Data Collection/Collation Arrangements
Highways North Yorkshire (LTP Team)

Suggested remedial action
Use of noise reducing surfacing.
Re-routing of noisier vehicles.

Problems / Constraints
There is no system which monitors noise directly. Assumptions on noise can be made from the Annual Traffic Data Report which measures traffic flows, type and speed.

Other notes
n/a
Objective 6: Maintain and enhance landscape and townscape character resources

Assessment of significance (Section 3.1.13 of Environmental Report)

Landscape and Townscape
There is potential for significant primary, secondary, cumulative interactive or synergistic effects on landscape and townscape. Primary impacts include noise and visual intrusion and severance. Secondary impacts include those caused by air and water pollution. Cumulative and synergistic impacts include those related to air and water quality, noise and vibration, and climate.

General comments
The use of aerial photographs to study land use change over longer periods of time is under consideration.
Design Guidance is to be produced which will assist in ensuring that all County Council transport related works comprise high quality and appropriate design wherever possible.

Indicator 6.1 – Damage to landscapes due to transport and transport infrastructure

Schedule of Data

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Countryside Quality Counts Profiles and Data</td>
<td>Primary - Indirect</td>
<td>North Yorkshire (character areas)</td>
<td>Every five years</td>
</tr>
</tbody>
</table>

Trend
Refer to section 2.5.5 of the Environmental Report.

Baseline
There is no up to date baseline data – the latest data from 1990-1998 is considered too dated to be of use as a baseline. Data for 1998-2003 is due to be published in 2006 and it is intended to use this as a baseline.

Desired direction of change
To maintain or enhance landscapes, landscape quality, diversity and local distinctiveness

Data Collection/Collation Arrangements
Planning and Countryside Unit (Policy Development and Heritage)

Suggested remedial action
Due to the nature of the data, remedial action will be a longer term system focussed upon policies in subsequent LTPs.

Problems / Constraints
The data is based upon Countryside Agency character areas which are not consistent with the County boundary.
The data is updated every 5 years but as the character of the Countryside is an evolving process it is considered sufficient for use in measuring change in the landscape.

Other notes
The data is qualitative and therefore an analysis of the data will be undertaken to draw out transport related impacts alongside further contact with the Countryside Agency.

Indicator 6.2 – Approved and implemented enhancement schemes for landscapes and townscapes.

Schedule of Data

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYCC Service Centre Transportation Strategy Post Implementation Review</td>
<td>Primary - Direct</td>
<td>Areas where SCTSs have been undertaken</td>
<td>Annual</td>
</tr>
</tbody>
</table>

Trend
Refer to section 2.5.5 of the Environmental Report.

Baseline
There is no existing baseline data as Service Centre Transportation Strategies are being introduced as part of LTP2.

Desired direction of change
To maintain or increase from 06/07 base

Data Collection/Collation Arrangements
Planning and Countryside Unit (Policy Development and Heritage)

Suggested remedial action
Investigate ways of introducing enhancements through future Service Centre Transportation Strategies.

Problems / Constraints
n/a

Other notes
The majority of work undertaken under the LTP2 will be as a result of Service Centre Transportation Strategies and therefore this monitoring method should capture the majority of works impacting upon the landscape.
Objective 7: Maintain and enhance opportunities for, and quality of, enjoyment of the countryside and townscape

Assessment of significance (Section 3.1.13 of Environmental Report)

**Landscape and Townscape**
There is potential for significant primary, secondary, cumulative interactive or synergistic effects on landscape and townscape. Primary impacts include noise and visual intrusion and severance. Secondary impacts include those caused by air and water pollution. Cumulative and synergistic impacts include those related to air and water quality, noise and vibration, and climate.

**General comments**
It was raised through consultation that tranquillity should be monitored. The latest data on tranquillity dates from 1990 and it is not known when subsequent data will be produced. In terms of monitoring the effects of LTP2 it is considered that the data is insufficient.

**Indicator 7.1 – Percent of lengths of footpaths and rights of way which are easy to use**

**Schedule of Data**

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYCC PRoW data</td>
<td>Primary - Direct</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
</tbody>
</table>

**Trend**
Increasing

**Baseline**
61% (2004/05)

**Desired direction of change**
To increase.

**Data Collection/Collation Arrangements**
Planning and Countryside Services (PRoW)
Audit Commission Local Quality of Life Indicator (Transport and Access – level 2)

**Suggested remedial action**
Implement schemes to improve quality of footpaths, equestrian routes and cycle paths

**Problems / Constraints**
Increased access and use of the countryside may impact on habitat, biodiversity and wildlife targets.

**Other notes**
Note that PRoW Improvement Plan not presently part of LTP2 but to be integrated by 2010.

**Indicator 7.2 – Number and lengths of RoW**

**Schedule of Data**

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYCC PRoW data</td>
<td>Primary - Direct</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
</tbody>
</table>

**Trend**
Increasing

**Baseline**
10,048km (2004/05)

**Desired direction of change**
To maintain or increase number of footpaths, equestrian routes and cycle paths.

**Data Collection/Collation Arrangements**
Planning and Countryside Services (PRoW)
Definitive map

**Suggested remedial action**
Schemes to prevent closure and loss of PRoWs.

**Problems / Constraints**
Increased access and use of the countryside may impact on habitat, biodiversity and wildlife targets.

**Other notes**
Note that PRoW Improvement Plan not presently part of LTP2 but to be integrated by 2010.

**Indicator 7.3 – Number of cycling trips**

**Schedule of Data**

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYCC statistics (LTP2 indicator LTP3)</td>
<td>Primary - Indirect</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
</tbody>
</table>

**Trend**
Increasing

**Baseline**
100 index (1136) (2003/4)

**Desired direction of change**
1% growth per annum.

**Data Collection/Collation Arrangements**
Highways North Yorkshire LTP Team

**Suggested remedial action**
Increase focus on travel awareness and improvements to cycling facilities
A 100 index method of monitoring is to be established using the 2003/4 baseline figure of 1136 based on number of trips at selected sites.

**Indicator 7.4 – Public Transport Patronage**

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information Type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYCC Statistics (BVPI102 – Bus patronage)</td>
<td>Primary - Indirect</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
</tbody>
</table>

**Schedule of Data**

**Trend**
Uncertain

**Baseline**
16.1 million journeys (2003/4)

**Desired direction of change**
To increase
Target TBC

**Data Collection/Collation Arrangements**
Highways North Yorkshire LTP Team

**Suggested remedial action**
Increase focus on travel awareness and improvements to public transport facilities

**Problems / Constraints**
n/a

**Other notes**
n/a

---

**Objective 8: Maintain and enhance area of Biodiversity Action Plan priority habitat and aim to gain within highway limits**

**Assessment of significance (Section 3.1.13 of Environmental Report)**

**Biodiversity, flora and fauna**

There is potential for significant primary, secondary, cumulative interactive or synergistic effects on biodiversity, flora and fauna. Primary impacts include damage to and fragmentation of habitats, the introduction of invasive species, and the effects of noise and lighting. Secondary impacts result from the effects of changes in soil, air and water quality. Cumulative and synergistic effects arise from a combination of these factors, the interaction with climate, and visitor pressure (linked to accessibility).

**Indicator 8.1 – Number of highways schemes incorporating enhancement schemes for biodiversity**

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information Type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYCC Statistics</td>
<td>Primary - Direct</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
</tbody>
</table>

**Schedule of Data**

**Trend**
To be defined (data presently only available for major schemes)

**Baseline**
To be defined (data presently only available for major schemes)

**Desired direction of change**
To maintain or increase from 06/07 base

**Data Collection/Collation Arrangements**
Planning and Countryside Unit (Heritage)

**Suggested remedial action**
Seek more opportunities for enhancements for biodiversity

**Problems / Constraints**
n/a

**Other notes**
During scoping of the SEA it was noted that there is a potential for effects of traffic noise on sensitive receptors such as breeding birds. There is currently insufficient information to determine where such effects might be most expected to occur and no specific monitoring of noise levels in tranquil areas. It was suggested in the Environmental Report that in at least one area where it is planned to develop rural community links or to further improve public transport links to tourist destinations, noise sensitive receptors should be monitored. However, there is no such method in place at this stage to monitor this.
Indicator 8.2 – Status and quality of Special Interest Verges

Schedule of Data

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information Type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYCC Statistics</td>
<td>Primary - Direct</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
</tbody>
</table>

**Trend**
To be defined (SIVs are a recent introduction)

**Baseline**
To be defined (SIVs are a recent introduction)

**Desired direction of change**
To maintain or increase from 06/07 base

**Data Collection/Collation Arrangements**
Planning and Countryside Unit (Heritage)

**Suggested remedial action**
Change to highways working practices.
Increased targeted management of verges.

**Problems / Constraints**
n/a

**Other notes**
SIVs have been categorised as verges which were deemed to possess the highest value and quality when surveyed (known as red verges using a traffic light system). Those classified as orange verges are also to be monitored possibly to enhance them to red. Maintaining existing ‘red’ verges will be a priority over creating new ‘red’ verges. It is not proposed to identify any new additional verges in the foreseeable future, but to manage and/or improve those that have been identified.

---

Objective 9: Avoid detrimental impacts to designated nature conservation sites

**Assessment of significance (Section 3.1.13 of Environmental Report)**

**Biodiversity, flora and fauna**
There is potential for significant primary, secondary, cumulative interactive or synergistic effects on biodiversity, flora and fauna. Primary impacts include damage to and fragmentation of habitats, the introduction of invasive species, and the effects of noise and lighting. Secondary impacts result from the effects of changes in soil, air and water quality. Cumulative and synergistic effects arise from a combination of these factors, the interaction with climate, and visitor pressure (linked to accessibility).

Indicator 9.1 – Area / number of designated sites

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information Type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>English Nature</td>
<td>Secondary</td>
<td>North Yorkshire</td>
<td>Varies</td>
</tr>
</tbody>
</table>

**Trend**
Uncertain

**Baseline**
20 SSSIs identified as in an unfavourable condition as a result of "public access/disturbance", "vehicles" or "air pollution" (December 2005)

**Desired direction of change**
To decrease

**Data Collection/Collation Arrangements**
Planning and Countryside Unit (Policy Development)

**Suggested remedial action**
Implement works to enhance Designated sites identified as unfavourable due to transport. Impose traffic regulation orders. Implement works to prevent vehicles from leaving the highway and using land illegally. Ensure that conditions for grazing are maintained (e.g. through the use of speed limits and traffic calming).

**Problems / Constraints**
‘Condition of SSSI units’ reports are updated regularly but not simultaneously across the County. Therefore some SSSIs were last surveyed in 2001 whilst some have been surveyed in 2005. Reviewing the data in conjunction with contacting English Nature will enable obtaining the information that is available. Ideally, for the purposes of monitoring the environmental effects of LTP2, all designated sites would be assessed annually with an indication as to where these have been affected by transport or the transport infrastructure. However, it is acknowledged that this neither feasible nor practicable and as best use as possible will be made of the information available.

---

4 SSSIs, Ramsar sites, Special Areas of Conservation (SACs), Special Protection Areas (SPAs), Marine SACs, National Nature Reserves (NNRs)
Monitoring information on other designated sites is also not available but discussions with English Nature should reveal any areas of concern.

Other notes
The current instances of harm to SSSIs which are transport related are largely beyond the direct control of LTP2, for example impacts of burned out vehicles and off-roading.

**Indicator 9.2 – Area / number of designated sites identified as being enhanced through transport works**

<table>
<thead>
<tr>
<th>Schedule of Data</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Information Source</strong></td>
</tr>
<tr>
<td>English Nature</td>
</tr>
</tbody>
</table>

**Trend**
Unknown

**Baseline**
Unknown

**Desired direction of change**
To maintain or increase from 06/07 base

**Data Collection/Collation Arrangements**
Planning and Countryside Unit (Policy Development)

**Suggested remedial action**
Where works are undertaken within or close to a designated area investigate introducing enhancements to that designated area.

**Problems / Constraints**
‘Condition of SSSI units’ reports are updated regularly but not simultaneously across the County. Therefore some SSSIs were last surveyed in 2001 whilst some have been surveyed in 2005. Reviewing the data in conjunction with contacting English Nature will enable obtaining the information that is available. Ideally, for the purposes of monitoring the environmental effects of LTP2, all designated sites would be assessed annually with an indication as to where these have been affected by transport or the transport infrastructure. However, it is acknowledged that this is neither feasible nor practicable and as best use as possible will be made of the information available. Monitoring information on other designated sites is also not available but discussions with English Nature should reveal any areas of concern.

Other notes
n/a

**Indicator 9.3 – Area / number of SINCs identified as being harmed by the transport network**

<table>
<thead>
<tr>
<th>Schedule of Data</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Information Source</strong></td>
</tr>
<tr>
<td>NYCC</td>
</tr>
</tbody>
</table>

**Trend**
Uncertain

**Baseline**
No formal recording has taken place previously

**Desired direction of change**
To have decrease from 06/07 base

**Data Collection/Collation Arrangements**
Planning and Countryside Unit (Heritage)

**Suggested remedial action**
Take opportunities to maximise benefits for flora and fauna in more schemes.

**Problems / Constraints**
n/a

Other notes
Heritage comment on transport works that might impact upon a SINC and records will be made of where a negative impact is likely following implementation.

**Indicator 9.4 – Area / number of SINCs identified as being enhanced by the transport network**

<table>
<thead>
<tr>
<th>Schedule of Data</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Information Source</strong></td>
</tr>
<tr>
<td>NYCC</td>
</tr>
</tbody>
</table>

**Trend**
Uncertain

**Baseline**
No formal recording has taken place previously

**Desired direction of change**
To maintain or increase from 06/07 base

**Data Collection/Collation Arrangements**
Planning and Countryside Unit (Heritage)

**Suggested remedial action**
Take opportunities to maximise benefits for flora and fauna in more schemes.

**Problems / Constraints**
n/a

Other notes
NYCC Heritage Unit comment on transport works that might impact upon a SINC and records will be made of where a positive impact is likely following implementation.
Objective 10: Maintain and enhance habitats for legally protected species

Assessment of significance (Section 3.1.13 of Environmental Report)

**Biodiversity, flora and fauna**
There is potential for significant primary, secondary, cumulative interactive or synergistic effects on biodiversity, flora and fauna. Primary impacts include damage to and fragmentation of habitats, the introduction of invasive species, and the effects of noise and lighting. Secondary impacts result from the effects of changes in soil, air and water quality. Cumulative and synergistic effects arise from a combination of these factors, the interaction with climate, and visitor pressure (linked to accessibility).

**Indicator 10.1 – Number of highways schemes incorporating enhancements for protected species**

**Schedule of Data**

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
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<tr>
<td>NYCC statistics</td>
<td>Primary - Direct</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
</tbody>
</table>

**Trend**
Uncertain

**Baseline**
No baseline data (this indicator has not been previously recorded)

**Desired direction of change**
To maintain or increase from 06/07 base

**Data Collection/Collation Arrangements**
Planning and Countryside Unit (Policy Development)

**Suggested remedial action**
Take opportunities to maximise benefits for wildlife in more schemes.

**Problems / Constraints**
n/a

**Other notes**
n/a

---

**Indicator 10.2 – Number of casualties of protected species on the highway network**

**Schedule of Data**

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information type</th>
<th>Area</th>
<th>Frequency</th>
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<tr>
<td>Yorkshire Wildlife Trust (otters)</td>
<td>Primary - indirect</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
<tr>
<td>North and East Yorkshire Ecological Data Centre (badgers, hedgehogs and foxes)</td>
<td>Primary - indirect</td>
<td>North Yorkshire</td>
<td>Annual</td>
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**Trend**
Varies

**Baseline**

<table>
<thead>
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<th>Species</th>
<th>Annual Average</th>
<th>Timescale</th>
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<tr>
<td>Otters</td>
<td>9.6</td>
<td>2001-2005</td>
</tr>
<tr>
<td>Foxes</td>
<td>14</td>
<td>2001-2004</td>
</tr>
</tbody>
</table>

**Desired direction of change**
To decrease

**Data Collection/Collation Arrangements**
Planning and Countryside Unit (Policy Development)

**Suggested remedial action**
Implement schemes to resolve potential animal casualty incidents

**Problems / Constraints**
Data is not comprehensive as casualties are only recorded when reported.

**Other notes**
n/a
Objective 11: Protect soil quality and where practical improve soil retention

Assessment of significance (Section 3.1.13 of Environmental Report)

Soil
There is potential for significant primary, secondary and cumulative impacts on soil. Primary impacts include loss and damage to soil as a result of construction and maintenance activities, and contamination from storage and the use of de-icing salts, herbicides etc. Secondary and cumulative impacts include those resulting from climate change. The latter require joint consideration of soil, water and biota and interactions that exist between them.

General comments
An assessment of soil type is provided by DEFRA and the Soil Association via the MAGIC data resource. However, there is no available data on soil quality across North Yorkshire which could be used as one measure of this indicator.

Indicator 11.1 – Proportion of topsoil re-used on site.

Schedule of Data

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<thead>
<tr>
<th>Information Source</th>
<th>Information Type</th>
<th>Area</th>
<th>Frequency</th>
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</thead>
<tbody>
<tr>
<td>NYCC Highways Maintenance and Forward Planning statistics</td>
<td>Primary - Direct</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
</tbody>
</table>

Trend
To be defined (data presently only available for major schemes)

Baseline
To be defined (data presently only available for major schemes)

Desired direction of change
To maintain or increase from 06/07 base

Data Collection/Collation Arrangements
Highways Maintenance and Forward Planning statistics

Suggested remedial action
Investigate ways to increase re-use of topsoil.

Problems / Constraints
There will be an increasing loss to infrastructure

Other notes
The possibility of re-using soil on site depends on the nature of the scheme

Objective 12: Minimise the irreversible loss of the best and most versatile agricultural land

Assessment of significance (Section 3.1.13 of Environmental Report)

Soil
There is potential for significant primary, secondary and cumulative impacts on soil. Primary impacts include loss and damage to soil as a result of construction and maintenance activities, and contamination from storage and the use of de-icing salts, herbicides etc. Secondary and cumulative impacts include those resulting from climate change. The latter require joint consideration of soil, water and biota and interactions that exist between them.

Landscape and Townscape
There is potential for significant primary, secondary, cumulative interactive or synergistic effects on landscape and townscape. Primary impacts include noise and visual intrusion and severance. Secondary impacts include those caused by air and water pollution. Cumulative and synergistic impacts include those related to air and water quality, noise and vibration, and climate.

General comments
The majority of transport works will take place within the existing highway boundary so limited potential for impact and agricultural land was therefore not identified directly as a potential significant impact. Major schemes are likely to have the biggest impact upon this indicator.

The use of aerial photographs to study land use change over longer periods of time is under consideration.

Indicator 12.1 – Amount of agricultural land take for highways developments

Schedule of Data

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<tr>
<th>Information Source</th>
<th>Information Type</th>
<th>Area</th>
<th>Frequency</th>
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</thead>
<tbody>
<tr>
<td>NYCC</td>
<td>Primary - direct</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
</tbody>
</table>

Trend
To be defined

Baseline
To be defined

Desired direction of change
To minimise

Data Collection/Collation Arrangements
Highways North Yorkshire

Suggested remedial action
Investigate alternative options to avoid use of agricultural land

Problems / Constraints
As the majority of highways works take place in the highway
Objective 13: Limit groundwater and surface water pollution to levels that do not damage natural systems

Assessment of significance (Section 3.1.13 of Environmental Report)

**Water**
There is potential for significant primary, secondary and cumulative impacts on water quality and the associated aquatic ecosystems. Primary impacts include the effects of contaminants and sediments carried with runoff from surfaces, and changes introduced as a consequence of construction and maintenance of the transport network. Secondary impacts include the effects of changes in drainage patterns introduced by the transport network. Cumulative impacts include those related to an increased risk of flooding brought about by climate change and in coastal areas longer term changes.

**Indicator 13.1 – Category 1 or 2 pollution incidents affecting water where source is transport**

**Schedule of Data**

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environment Agency</td>
<td>Primary - Indirect</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
</tbody>
</table>

**Trend**
Variable

**Baseline**
No Category 1 or 2 incidents in 2004/05.

**Desired direction of change**
To maintain current baseline position

**Data Collection/Collation Arrangements**
Planning and Countryside Unit (Policy Development)

**Suggested remedial action**
Improvements to drainage systems

**Problems / Constraints**
It may be difficult to isolate transport-related effects from those due to other activities

**Other notes**
Highways maintenance not alerted to any problems and schemes are in place to prevent runoff flowing direct to water courses.
Objective 14: Enhance existing drainage systems through more sustainable approaches

Assessment of significance (Section 3.1.13 of Environmental Report)

Water
There is potential for significant primary, secondary and cumulative impacts on water quality and the associated aquatic ecosystems. Primary impacts include the effects of contaminants and sediments carried with runoff from surfaces, and changes introduced as a consequence of construction and maintenance of the transport network. Secondary impacts include the effects of changes in drainage patterns introduced by transport network. Cumulative impacts include those related to an increased risk of flooding brought about by climate change and in coastal areas longer term changes.

Indicator 14.1 – Percent of total drainage from transport system subject to treatment through sustainable systems

Schedule of Data

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYCC Statistics</td>
<td>Primary - Direct</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
</tbody>
</table>

Trend
To be defined

Baseline
To be defined

Desired direction of change
To maintain or increase from 06/07 base

Data Collection/Collation Arrangements
Highways North Yorkshire (LTP Team and Asset Management)

Suggested remedial action
Investigate increased use of Sustainable Drainage Systems

Problems / Constraints
n/a

Other notes

Culverting may be the only engineering option in some cases
Objective 15: Minimise any increase in the susceptibility of land use activities to flooding

Assessment of significance (Section 3.1.13 of Environmental Report)

Water
There is potential for significant primary, secondary and cumulative impacts on water quality and the associated aquatic ecosystems. Primary impacts include the effects of contaminants and sediments carried with runoff from surfaces, and changes introduced as a consequence of construction and maintenance of the transport network. Secondary impacts include the effects of changes in drainage patterns introduced by transport network. Cumulative impacts include those related to an increased risk of flooding brought about by climate change and in coastal areas longer term changes.

Indicator 15.1 – To be developed as part of LTP2 process.
The arrangements for resolving flooding of land uses where this is related to the transport network is being amended during the course of LTP2 and therefore it has not been possible to set an indicator at this stage as it is not known what data will be available.

Objective 16: Preserve historic buildings and areas, archaeological sites and other culturally important features

Assessment of significance (Section 3.1.13 of Environmental Report)

Cultural Heritage
There is potential for primary and secondary impacts on cultural heritage. Primary impacts include those associate with damage, severance or loss during construction and maintenance of the transport network, and from vibration. Secondary impacts include those resulting from increased air pollution and increased accessibility.

Indicator 16.1 – Number of Designated heritage assets or their settings lost or degraded by transport schemes or their enabling works

Schedule of Data

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYCC Statistics</td>
<td>Primary - Direct</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
<tr>
<td>Conservation Area Appraisals</td>
<td>Primary - Indirect</td>
<td>North Yorkshire Conservation Areas</td>
<td>Varies</td>
</tr>
</tbody>
</table>

Trend
Uncertain

Baseline
No baseline data, this indicator is not previously monitored.

Desired direction of change
To minimise loss or degradation
To decrease from 06/07 base

Data Collection/Collation Arrangements
Planning and Countryside Unit (Heritage)

Suggested remedial action
Improvements to mitigation.
Consideration of alternative options.
Ensure guidance is adequate.

Problems / Constraints
This only enables impacts of schemes to be measured, and not any impacts that are not directly attributable to LTP2 but which may be as a result of LTP2 policies.

Whilst Conservation Area Appraisals are not presently undertaken consistently and comprehensively across the County, the percentage of an Authority’s Conservation Areas with an up to date assessment is now a Best Value Performance Indicator and it is anticipated that this can therefore be taken forward as an indicator during the course of LTP2.

---

\(^6\) Scheduled Ancient Monuments, Historic Parks and Gardens, Registered Battlefields, World Heritage Sites, Listed Buildings and Conservation Areas. The segregation between designated and non-designated assets is the approach proposed in the current Heritage Protection Review. It is recognised that this approach may be changed during the course of the review and if so the monitoring for objectives 16 and 17 will be reviewed accordingly.
A system is being put in place which enables the scale of impact for each scheme to be graded in terms of positive impacts and negative impacts, allowing a final overall assessment of positive or negative impact.

Indicator 16.2 – Number of non-Designated heritage assets or their settings lost or degraded by transport schemes or their enabling works

Schedule of Data

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYCC Statistics</td>
<td>Primary - Direct</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
</tbody>
</table>

Trend
Uncertain

Baseline
No baseline data, this indicator is not previously monitored.

Desired direction of change
To minimise loss or degradation
To decrease from 06/07 base

Data Collection/Collation Arrangements
Planning and Countryside Unit (Heritage)

Suggested remedial action
Improvements to mitigation.
Consideration of alternative options.
Ensure guidance is adequate.

Problems / Constraints
This only enables impacts of schemes to be measured, and not any impacts that are not directly attributable to LTP2 but which may be as a result of LTP2 policies. Ideally regularly updated Conservation Area Appraisals would enable effects of transport to be identified but these are not carried out consistently or comprehensively across the County.

Other notes
A system is being put in place which enables the scale of impact for each scheme to be graded in terms of positive impacts and negative impacts, allowing a final overall assessment of positive or negative impact.

Objective 17: Where appropriate enhance sites of historic importance

Assessment of significance (Section 3.1.13 of Environmental Report)

Cultural Heritage
There is potential for primary and secondary impacts on cultural heritage. Primary impacts include those associate with damage, severance or loss during construction and maintenance of the transport network, and from vibration. Secondary impacts include those resulting from increased air pollution and increased accessibility.

Indicator 17.1 – Number of Designated heritage assets or their settings enhanced or safeguarded by transport schemes or their enabling works

Schedule of Data

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information type</th>
<th>Area</th>
<th>Frequency</th>
</tr>
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<tbody>
<tr>
<td>NYCC Statistics</td>
<td>Primary - Direct</td>
<td>North Yorkshire</td>
<td>Annual</td>
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<tr>
<td>Conservation Area Appraisals</td>
<td>Primary - Indirect</td>
<td>North Yorkshire Conservation Areas</td>
<td>Varies</td>
</tr>
</tbody>
</table>

Trend
Uncertain

Baseline
No baseline data, this indicator is not previously monitored.

Desired direction of change
To seek to maximise
To maintain or increase from 06/07 base

Data Collection/Collation Arrangements
Planning and Countryside Unit (Heritage)

Suggested remedial action
Improvements to mitigation.
Consideration of alternative options.
Ensure guidance is adequate.

Problems / Constraints
This only enables impacts of schemes to be measured, and not any impacts that are not directly attributable to LTP2 but which may be as a result of LTP2 policies.

Whilst Conservation Area Appraisals are not presently undertaken consistently and comprehensively across the County, the percentage of an Authority’s Conservation Areas with an up to date assessment is now a Best Value Performance Indicator and it is anticipated that this can therefore be taken forward as an indicator during the course of LTP2.
A system is being put in place which enables the scale of impact for each scheme to be graded in terms of positive impacts and negative impacts, allowing a final overall assessment of positive or negative impact.

**Indicator 17.2 – Number of non-Designated heritage assets or their settings enhanced or safeguarded by transport schemes or their enabling works**

### Schedule of Data

<table>
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<th>Information Source</th>
<th>Information type</th>
<th>Area</th>
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<td>NYCC Statistics</td>
<td>Primary - Direct</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
</tbody>
</table>

**Trend**
Uncertain

**Baseline**
No baseline data, this indicator is not previously monitored.

**Desired direction of change**
To seek to maximise
To maintain or increase from 06/07 base

**Data Collection/Collation Arrangements**
Planning and Countryside Unit (Heritage)

**Suggested remedial action**
Improvements to mitigation.
Consideration of alternative options.
Ensure guidance is adequate.

**Problems / Constraints**
This only enables impacts of schemes to be measured, and not any impacts that are not directly attributable to LTP2 but which may be as a result of LTP2 policies. Ideally regularly updated Conservation Area Appraisals would enable effects of transport to be identified but these are not carried out consistently or comprehensively across the County.

**Other notes**
A system is being put in place which enables the scale of impact for each scheme to be graded in terms of positive impacts and negative impacts, allowing a final overall assessment of positive or negative impact.

---

Objective 18: Ensure sustainable use of materials through efficient use of raw materials and increased use of recycled

**Assessment of significance (Section 3.1.13 of Environmental Report)**

**Material Assets**
There is potential for primary impacts on material assets. This relates to efficiency of use of raw materials in construction, operation and maintenance of the transport infrastructure including use of renewable energy sources.

**Indicator 18.1 – Percent of recycled materials that are used in highways works.**

### Schedule of Data

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information type</th>
<th>Area</th>
<th>Frequency</th>
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<tr>
<td>NYCC Statistics</td>
<td>Primary - Direct</td>
<td>North Yorkshire</td>
<td>Annual</td>
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</table>

**Trend**
Increasing

**Baseline**
No baseline data, this indicator is not previously monitored.

**Desired direction of change**
To increase from 06/07 base
Target TBC

**Data Collection/Collation Arrangements**
Highways North Yorkshire (Asset Management)

**Suggested remedial action**
Increase use of recycled and previously used materials

**Problems / Constraints**
n/a

**Other notes**
n/a

---

9 Sites on the Historic Environment Record and other local registers. The segregation between designated and non-designated assets is the approach proposed in the current Heritage Protection Review. It is recognised that this approach may be changed during the course of the Review and if so the monitoring for objectives 16 and 17 will be reviewed accordingly.
**Indicator 18.2 – Proportion of arisings re-used and recycled.**

**Schedule of Data**

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information Type</th>
<th>Area</th>
<th>Frequency</th>
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<tr>
<td>NYCC Statistics</td>
<td>Primary - Direct</td>
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</tbody>
</table>

**Trend**

Increasing

**Baseline**

Approx 32% of arisings reused or recycled (2004/5)

**Desired direction of change**

To increase

Target TBC

**Data Collection/Collation Arrangements**

Highways North Yorkshire (Asset Management)

**Suggested remedial action**

Increase reuse and recycling of arisings

**Problems / Constraints**

n/a

**Other notes**

n/a

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**Indicator 18.3 – Proportion of arisings sent to landfill.**

**Schedule of Data**

<table>
<thead>
<tr>
<th>Information Source</th>
<th>Information Type</th>
<th>Area</th>
<th>Frequency</th>
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<tbody>
<tr>
<td>NYCC Statistics</td>
<td>Primary - Direct</td>
<td>North Yorkshire</td>
<td>Annual</td>
</tr>
</tbody>
</table>

**Trend**

Decreasing

**Baseline**

Approx 68% of arisings sent to landfill (2004/5)

**Desired direction of change**

To decrease

Target TBC

**Data Collection/Collation Arrangements**

Highways North Yorkshire (Asset Management)

**Suggested remedial action**

Increase reuse and recycling of arisings

**Problems / Constraints**

n/a

**Other notes**

n/a
APPENDIX 5
Monitoring Proforma
<table>
<thead>
<tr>
<th>Indicator</th>
<th>Information source</th>
<th>Data / figure recorded</th>
<th>Date or timescale data relates to</th>
<th>Performance against target or desired direction of change</th>
<th>Additional comments</th>
<th>Remedial action required</th>
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<th>Date form completed</th>
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Annex M

Congestion and Air Quality Action Plan
1.0 Introduction

1.1 The second North Yorkshire Local Transport Plan identifies objectives to address Congestion and Air Quality issues in the county. These objectives are shown below:

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 effect, is minimised in both rural and urban areas.

As explicitly stated in the LTP the Environment objective incorporates Air Quality.

1.2 Brief details of the main air quality and congestion issues, the areas affected and the County Councils approach to reducing congestion are given in sections 4 and 5 respectively of the Local Transport Strategy (LTP Annex A). The purpose of this action plan is to expand on the details included in the LTS and to identify specific measures to reduce congestion and improve air quality in each of the affected areas.

1.3 In nearly all cases, the areas of concern about air quality are directly related to areas of congestion in the county. The main means of improving air quality will therefore be to reduce the associated congestion. It has therefore been decided to produce a joint Congestion and Air Quality Action Plan.

2.0 Background

2.1 Addressing air quality and congestion are the third and fourth of the Governments and Local Government Associations Shared Priorities. Consultation for the Local Transport Plan established that the public view was that whilst both congestion and air quality could not be neglected they were of lesser relevance to most of North Yorkshire than Accessibility and Safer Roads.

2.2 There is no widespread traffic congestion in North Yorkshire. It tends to be concentrated in small areas and often only at certain times of the day. It is however important that these pockets of urban congestion and areas of rural congestion, often at tourist hot spots, are addressed.

2.3 Additionally we need to look to the future. North Yorkshire is an essentially rural area. The Countryside Agency in its ‘State of The Countryside 2004’ report identifies that ‘minor rural roads have experienced the greatest increase in traffic, at double the average for all roads in England’. This is a trend which is expected to continue.

It is therefore important that a strategy is implemented to ensure that congestion does not become widespread in North Yorkshire.

2.4 Similarly, whilst there are no declared Air Quality Management Areas (AQMA’s), there are a small number of areas of possible or probable future ‘exceedences’ of air quality limits.

3.0 Congestion and Air Quality Issues in North Yorkshire

3.1 The Local Transport Plan identifies three main types of traffic congestion. These are:
- Urban Congestion – Sections of the highway network in towns which experience traffic congestion as a result of the volume of traffic and / or a specific network capacity constraint.
- Rural Congestion – Lengths of rural road or villages which experience traffic congestion usually arising from summer time tourist traffic.
- Inter-Urban Congestion – Lengths of road into or between urban centres which experience traffic congestion usually at peak commuter times. In most cases these are associated with travel to urban areas outside North Yorkshire.

3.2 This action plan supports the LTP and for each of the main areas of Urban and Rural congestion identified in the LTP will describe the measures that the Council will implement to address the problems. As the Inter-Urban congestion issues are related primarily to cross boundary travel details are not included in this report but are included in the ‘Cross Boundary Commuting Action Plan’ (Annex N).

3.3 This action plan will only deal with traffic congestion issues on road which are the responsibility of the County Council. Issues of traffic congestion on the Trunk Road and Motorway network are the responsibility of the Highways Agency.

3.4 All District Councils have a statutory duty to assess the air quality of their district and where minimum air quality criteria are not met to declare an Air Quality Management Area (AQMA) and implement an action plan to address these problems. As stated above, within North Yorkshire there are no transport related Air Quality Management Areas. However, some District Councils have identified a number of areas where there are significant concerns about local air quality with possible or probable ‘exceedences’ of air quality limits resulting from the effects of transport. These are wholly related to high volumes of urban traffic passing through constrained canyon like streets. In most cases these areas correspond to the identified congestion areas.

3.5 Notwithstanding the fact that there are no formal AQMA’s it is necessary to implement measures to manage the air quality problems in the air quality hot spots to seek improvements in air quality or at very least ensure that air quality limits are not exceeded in future.
4.0 Reducing Congestion and Air Quality Problems

4.1 As stated in the Local Transport Strategy the Council’s approach to reducing congestion in both urban and rural areas is similar. This is based on three broad themes:

- Reducing the need and demand for travel – Through measures to reduce the need to travel (e.g. encouraging local delivery of services, encouraging multi purpose trips etc) the amount of travel and hence congestion can be reduced. Reduced congestion in the air quality hot spots will significantly improve the air quality. Influencing the location and type of new land use development can also contribute towards reducing the need and demand for travel.

- Encouraging modal shift – Inappropriate car use often leads to large volumes of traffic on the roads. By encouraging people to choose more appropriate modes of transport (walking and cycling for shorter trips, public transport for longer trips) the volume of traffic and its air quality impacts can be reduced. A key element in encouraging modal shift, especially in urban areas, is the provision of more and better bus services. The Council’s Bus Strategy for the period 2006 to 2011 is included as an Annex to the Local Transport Plan.

- Managing traffic – Where addressing the root cause of cannot adequately reduce congestion and improve the air quality the County Council will implement traffic management measures to reduce the impact of congestion. This may range from optimising signal timings to local diversions of traffic to alternative or new routes.

4.2 Specific interventions (both ‘soft’ Smarter Choices type of measures and hard engineering schemes) are primarily drawn from the congestion toolkit included in Chapter 6 and Annex D of the LTP. The approach adopted to addressing congestion will be to make use of the most appropriate measure or combination of measures to address the specific issues in each area. The toolkit is not however intended to be a exclusive list of measures which the County Council will use. Should new or different measure be required the fact that they are not currently included in the Toolkit will not preclude their use.

5.0 Congestion Areas

5.1 The main areas of urban congestion in North Yorkshire, as identified in the LTP, are:

- Harrogate Town Centre
- Scarborough Town Centre
- Selby Town Centre (pre Selby Bypass)
- Butcher Corner, Malton / Norton
- Skellgate Area of Ripon Town Centre
- Kildwick Level Crossing, A6068 Skipton Road, Crosshills
- A167 North End Level Crossing, Northallerton

The Background, Key Congestion Issues and Strategy Measures for each of these areas are set out in Appendix 1. Harrogate is the largest urban area in North Yorkshire and suffers by far the worst congestion in the County. In recognition of this the Council has recently developed the Harrogate and Knaresborough Integrated Transport Strategy. The approach to addressing congestion in Harrogate is drawn from this Strategy and as such is more advanced and developed than for other urban areas of North Yorkshire. Appendix 1 does not include details for Selby as currently congestion is not an issue following the recent opening of the bypass however measure to ensure congestion in the town does not re occur are being developed as part of the Traffic Management Strategy and may if necessary be included in future versions of this action plan.

5.2 The main areas of rural congestion in North Yorkshire, as identified in the LTP, are:

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

The Background, Key Congestion Issues and Strategy Measures for each of these areas are set out in Appendix 2.

5.3 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 approach that will be taken in other villages suffering from tourism related congestion. It is essential to address these issues that the County Council (as transport authority) and the National Park Authorities (who are responsible for visitor management and off road parking) continue to work together.

In general the approach adopted by the Council will follow three main strands:

- Visitor Management – Managing the number and timing of visitors to any location / attraction. This role will normally be undertaken by the National Park Authority.
- Parking and Traffic Management – Co-ordination of on and off road parking management by the County Council and the National Park Authority. Investigation of traffic management measures to ease the flow of traffic.
- Encouraging modal shift – Implementation of measures to promote public transport, cycling and walking both specific to the locality and as part of the wider Transport and Sustainable Tourism (see Annex J).
6.0 Air Quality Areas

6.1 The District Councils have identified the following areas of North Yorkshire as possibly experiencing Air Quality limit ‘exceedences’ in the future due to transport related pollution. These are not formally declared Air Quality Management Areas.
- Skipton Road, Harrogate (NO2 / PM10)
- High Street, Knaresborough (NO2)
- Selby Town Centre (prior to opening of Selby Bypass) (NO2)
- Skellgate, Ripon (NO2)
- Butcher Corner, Malton (NO2 / PM10)
- Friargate Street, Northallerton (NO2)

6.2 Although not directly within the identified congestion areas the air quality hot spots in Knaresborough and Northallerton are on the periphery of the main congested areas and are related to traffic volumes in the area.

6.3 In addition to the above locations 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 are currently carrying out further check to determine if it will be necessary to declare an AQMA. Regardless of whether it is necessary to declare the County Council will work with the district to manage traffic to address this issue and following clarification of the issue will prepare an Action Plan for the Newmarket Street area of Skipton.

7.0 Monitoring and Targets

7.1 The County Council have not yet established a congestion monitoring regime and have consequently not yet set local congestion targets. We are currently investigating monitoring methods based on traffic volumes and potentially, GPS based traffic speed measurement (using the Norwich Union / ITP CATMAN system). This work will be completed during 2006 and the methodology and any local targets reported in the first Annual Progress Report.

7.2 Monitoring of Air Quality is a statutory responsibility of the District Councils. The monitoring of the identified problem areas will therefore be carried out by the relevant district council. The County Council already work with the districts and are members of the ‘North Yorkshire Air Quality Liaison Group’. This group meets on a regular basis to disseminate best practice and communicate information on current and emerging air quality hot spots in the County.

8.0 The Next Steps

8.1 Appendices 1 and 2 set out specific local strategy measures and interventions to address local congestion. In general these are short to medium term measures to address current congestion problems. As stated in section 4 an important part of the medium to long term solution to traffic congestion is to improve the links between land use planning and transport planning. As described in Chapter 9 of the LTP the Council have commenced an on-going partnership arrangement with the local planning authorities to ensure that the synergy between land use planning and transport planning contributes towards all the LTP objectives including Congestion.

8.2 All appropriate schemes and interventions to address the congestion issues identified here, whether through the Service Centre Transportation Strategy (LTP Chapter 4) process or independently, will be subject to the Scheme Prioritisation process (LTP Chapter 7) to ensure that they represent value for money in achieving the LTP Targets and Objectives. Schemes and interventions that represent value for money will be programmed and implemented throughout the LTP period.
APPENDIX 1

URBAN TRAFFIC CONGESTION
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 wide rural hinterland of approximately 20,000 population.

Harrogate is situated at the gateway to the Yorkshire Dales, to the north of the Leeds City Region. It has developed as a resort and is one of the nation’s leading exhibition and conference centres attracting over 6.0 million visitors per annum. Additionally, Harrogate has become increasingly important as a business and commercial base.

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 Leeds City region makes them attractive locations for people to live whilst still enabling jobs in the city to be accessed on a daily basis.

The combination of Harrogate being a major attractor for tourism, exhibitions and conferences, along with increased personal travel within the town and the daily commuting of people to and from the Leeds City region results in high volumes of traffic both within the town and on the radial routes to and from Harrogate. Peak hour spreading has occurred on sections of the highway network resulting in traffic queues throughout the day both on the town centre roads and on major radials leading into the town.

Looking to the future the implementation of strategic planning proposals could exacerbate the current transport problems.

The provisional housing allocation for Harrogate District, recently released through the Consultation Draft of the Regional Spatial Strategy for Yorkshire and the Humber, identify a need for 400 houses/annum within Harrogate District. Harrogate Borough Council has identified an urban extension to Harrogate as one option for growth being considered for possible inclusion in their Local Development Framework. Such an urban extension would inevitably lead to increased demand for travel within the town and consequent increased pressures on the internal highway network.

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. Harrogate town and the immediate hinterland could be particularly adversely affected unless adequate attractive housing is made available within the growth cities. There is a concern that Harrogate and the surrounding area could become dormitory towns to feed the growth in Leeds further exacerbating the existing transport issues associated with the high number of professional workers who commute into Leeds which manifest into peak hour traffic problems on the southern radials to the town.

The strategic planning proposals will come into effect beyond the timescale of the second Local Transport Plan (LTP2). The policy adopted in the LTP2 will be continued restraint of traffic growth in the urban area. However, the County Council is and will continue to work closely with the Harrogate Borough Council on their Local Development Framework, identifying the longer-term transport implications of any development proposals that may emerge, along with the longer-term improvements required to the transport system to accommodate the increased movement of people and goods.

Key Congestion Issues

Figure 1 shows the approximate extent of congestion in Harrogate Town Centre. This is predominantly on the A61 and A59 routes on the approaches and through the town and the A661 and B6162, which also provide access to the town centre from the south. Housing generally flanks the radial routes approaching the town that give way to business/commercial premises as the routes approach the core of the town where the main retail areas are located along with the exhibition and conference centre. All these routes are approximately 7.3 metres wide and are controlled by the Urban Traffic Control System. However, the volume of traffic using the routes, along with the pedestrian conflicts that occur along the routes result in extended queues both during peak hours and other times throughout the day.

Figure 2 summarises the traffic volumes recorded at points along each of the routes. 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 town with the main station located adjacent to the Harrogate Bus Station on the A61 at Station Parade.

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.

A comprehensive study of travel patterns has been carried out to develop solutions designed to address transport problems and issues in Harrogate.

The make up of journeys in Harrogate, as with all major towns and cities is complex. Comparison of the modal share with towns/cities elsewhere can give an indication of the potential for modal shift. Analysis of commuter trips in Harrogate compared with York gave the following results:

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage Split Harrogate</th>
<th>Percentage Split York</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>65.2</td>
<td>51.4</td>
</tr>
<tr>
<td>Bus</td>
<td>4.8</td>
<td>6.9</td>
</tr>
<tr>
<td>Rail</td>
<td>1.9</td>
<td>1.7</td>
</tr>
<tr>
<td>Cycle</td>
<td>2.1</td>
<td>14.2</td>
</tr>
<tr>
<td>Walk</td>
<td>14.2</td>
<td>18.4</td>
</tr>
<tr>
<td>Others</td>
<td>0.6</td>
<td>0.4</td>
</tr>
<tr>
<td>Work from Home</td>
<td>11.2</td>
<td>7.0</td>
</tr>
<tr>
<td>Total</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Table 1 - Mode Share of Commuter Trips (AM Trips)

Table 1 shows that within York the percentage of car use was over 10% less. Bus and Rail 2% more and the slower transport modes (walking and cycling) over 16% higher.

Analysis of travel by mode for other trip purpose from the 2001 Census has been carried out. The analysis indicates that a significant proportion of the trips on the highway network were short distance trips that could be carried out by modes other than the private car. 89% of the commuter trips recorded within Harrogate and Knaresborough commenced within 5km of the centre with 70% commencing within 2km. The potential for modal shift to walk, cycle and public transport for trips within the urban area is therefore significant.

However there are also a high number of residents in Harrogate District that commute longer distances to work. In excess of 16,000 commuter trips with an origin in the District travel outside of the District, with approximately 11,000 of these having a destination in Leeds or Bradford. Similarly approximately 5000 commuter trips with an origin in Leeds or Bradford have a destination in Harrogate District.

To identify a strategy for dealing with congestion through the promotion of modal shift and improving the efficiency of the transport networks the County Council engaged in an extensive consultation exercise. A wider reference group was formed comprising of representatives from the County Council, Borough Council, Town and Parish Councils, Chamber of Trade and individual traders and representatives from the business community, transport operators and various interest groups. The wider reference group was used to identify the key issues and to put forward suggested improvements to address the issues. A comprehensive traffic model was produced and the potential solutions tested to estimate the relative impact in effecting modal shift and reducing congestion.

Public consultation was carried out to elicit views on the issues and proposals identified by the wider reference group and to give an opportunity for the public to identify any further issues and potential solutions. At a further meeting of the wider reference group the output from the consultation was considered. The outcome from the meeting was used to develop a draft strategy. This draft strategy was then subject to further consultation. Table 2 sets out a summary of the level of public support received for the strategy elements identified in the consultation.

As demonstrated in Table 2 above there was a high level of support for all of the strategy measures put forward for consultation. Following on from the consultation a series of measures have been identified, based on the proposals identified through the first stage consultation and other studies that have been carried out in parallel with the development of the headline strategy. Each of the measures was assessed against an agreed set of criteria based on the LTP objectives to identify those that best contributed to the overall aims and objectives. An implementation strategy has been developed to identify the logical sequence of introducing these measures.
Strategy Elements and Proposals

Cycling and Walking.
The Cycling Implementation Plan for Harrogate forms the basis for delivering cycle infrastructure improvements. The Plan has been used to identify those routes and improvements, which best meet the needs of existing cyclists and to encourage modal shift. Similarly measures identified in Pedestrian Action Plans have been used to identify those routes that need improvement along with the missing links that meet the needs of pedestrians to again encourage modal shift.

The routes identified for improvement aimed at modal shift are listed below.

**CYCLING ROUTES**
(P indicates routes which will also encourage pedestrian activity)
- Dragon Bridge to Kingsley Drive cycle route (P)
- Harrogate to Knaresborough cycle route (stage 3)
- Stray cycle route
- St Georges Field cycle route, Knaresborough (P)
- Wetherby Road to Hookstone Drive (Yorkshire Showground) cycle route
- Hornbeam Park to Yorkshire Showground cycle route (P)
- Pennypot Lane to Jennyfield Drive cycle route
- Beckwith Knowle to Harrogate town centre cycle route
- Pannal to Harrogate cycle route
- Luchon Way to Dragon Road cycle route

**PEDESTRIAN ROUTES**
- Waterside to Castle Yard, Knaresborough

Rail
Consultants have carried out a detailed assessment of the Leeds-Harrogate–York rail line on behalf of the County Council, West Yorkshire Passenger Transport Executive (METRO), and City of York. The conclusion of the study has identified short, medium and long-term measures to help address capacity issues and to improve the quality of service. The short-term improvements 2006-2011 within North Yorkshire are listed below. The actions along with the partnerships needed to deliver the improvements have also been identified.
- Increase in service frequency to 3 trains in off peak (2 per hour Leeds York plus 1 per hour Leeds/Harrogate/Knaresborough)
- Line speed improvements
- Improved rolling stock
- Short term station improvements

Further medium and long term improvements have also been identified which are outside the time scale of the LTP.

Progress will be made in then early part of the LTP with additional and improved rolling stock being introduced onto the line through substantial funding from Yorkshire Forward. The additional rolling stock will provide additional seating capacity through the introduction of longer trains. In order to receive the longer trains platform extensions will be funded by the County Council at the following stations in North Yorkshire.
- Weeton
- Pannal
- Hornbeam Park
- Knaresborough
- Cattal
- Hammerton

As part of the overall strategy the County Council will continue to work closely with its partners to secure the remaining short term improvements which include the improvements to rail station facilities identified below.

The new rail halt at Bilton has been identified in the Harrogate Line Delivery Plan as a long-term aspiration. The new rail halt at Knaresborough East is linked to future development and associated potential increase in demand and will therefore be outside of the LTP timeframe.

The improvement to the Harrogate Bus/Rail interchange will be developer led. Whilst it is anticipated the development will proceed within the LTP period, the timescale for delivery it not controlled by the Council. The Council has however committed to ensuring the proposal is brought forward at the earliest possible time, and has identified a funding contribution towards the proposal.

All the above proposals are aimed at providing additional capacity and improving quality on the rail network and improving the integration of modes to encourage modal shift. This will help to address the significant car based cross boundary movements between Harrogate and the adjacent authorities (see Annex N), which result in congestion on the radial roads connecting the commercial centres.

<table>
<thead>
<tr>
<th>Proposed Measures</th>
<th>Agree</th>
<th>Neither</th>
<th>Disagree</th>
<th>Don't Know</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian Action Plans</td>
<td>85%</td>
<td>9%</td>
<td>5%</td>
<td>1%</td>
</tr>
<tr>
<td>Improvements to Rail Station Facilities</td>
<td>85%</td>
<td>10%</td>
<td>3%</td>
<td>2%</td>
</tr>
<tr>
<td>Bus Priority Measures and Initiatives to Improve Services</td>
<td>84%</td>
<td>9%</td>
<td>6%</td>
<td>1%</td>
</tr>
<tr>
<td>School Travel Plan Measures</td>
<td>84%</td>
<td>8%</td>
<td>3%</td>
<td>5%</td>
</tr>
<tr>
<td>Ongoing Traffic Management Measures</td>
<td>80%</td>
<td>11%</td>
<td>8%</td>
<td>1%</td>
</tr>
<tr>
<td>Harrogate Bus/Rail Interchange</td>
<td>79%</td>
<td>13%</td>
<td>7%</td>
<td>2%</td>
</tr>
<tr>
<td>Cycle Implementation Plan</td>
<td>72%</td>
<td>15%</td>
<td>10%</td>
<td>3%</td>
</tr>
<tr>
<td>Park and Ride Facilities</td>
<td>70%</td>
<td>16%</td>
<td>11%</td>
<td>3%</td>
</tr>
<tr>
<td>Community Transport Schemes</td>
<td>64%</td>
<td>22%</td>
<td>8%</td>
<td>6%</td>
</tr>
<tr>
<td>Company Travel Plans</td>
<td>58%</td>
<td>24%</td>
<td>9%</td>
<td>9%</td>
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<tr>
<td>New Rail Halt at Bilton</td>
<td>56%</td>
<td>24%</td>
<td>8%</td>
<td>12%</td>
</tr>
<tr>
<td>New Rail Halt at Knaresborough East</td>
<td>48%</td>
<td>28%</td>
<td>9%</td>
<td>15%</td>
</tr>
</tbody>
</table>

Table 2 Summary of Public Response to Consultation
Bus Priority Measures and Initiatives to Improve Services.

Bus journey time and reliability improvements.

An assessment of modal shift to bus by reducing the journey times of buses on all key corridors has been carried out. However, based on the Harrogate Transport Model, it is estimated that even a 10% improvement in bus journey time would not be sufficient to attract significant numbers of new users. Journey reliability is therefore seen to be the highest priority for bus journeys into and through the town. Giving priority to buses through key junctions whilst improving journey times would be the main contributor to reliability of journey time. The following junctions have been identified in consultation with the bus operator as the key locations where bus journey time/reliability is most adversely affected by traffic congestion. It is proposed that priority (Bus pre-emption) be given through the Urban Traffic Control system at these locations.

- Skipton Road/Bilton Lane (Bilton routes)
- Woodlands (Wetherby Road/Hookstone Drive) (Wetherby/Local routes)
- Sainsbury’s (Wetherby Road/Railway Road) (Wetherby/Local routes)
- Parliament Street/Kings Road (36, Jennyfield and Pannal Ash Routes)
- West Park/Victoria Avenue (36, Jennyfield and Pannal Ash Routes)
- Station Parade/Station Bridge (all routes except Knaresborough local routes)
- Station Parade/Victoria Avenue (36, Jennyfield and Pannal Ash Routes)
- Station Parade/York Place (36 Route)
- Leeds Road/Hookstone Road (36 Route)
- Spacey Houses (36 Route)
- Ripon Road/Jennyfield Drive (36 & Jennyfield routes)
- Bond End, Knaresborough (Knaresborough/Harrogate route)
- High Street/Gracious Street, Knaresborough (Aspin, Eastfield & Carmires routes)
- York Road/Wetherby Road, Knaresborough (Aspin & Eastfield routes)
- Otley Road/Cold Bath Road (Pannal Ash Route)
- Otley Road/Pannal Ash Road (Pannal Ash Route)
- Otley Road/Harlow Moor Road (Pannal Ash Route)
- Otley Road/Beckwith Knowle (Pannal Ash Route)

Bus Service Improvements.

An assessment of the impact of doubling bus frequencies on all key corridors has been carried out. The tests indicate an estimated 8% increase in patronage would result from the doubling in frequency across the network. A significant increase in service frequency across the whole network is therefore not financially viable. Nevertheless, some routes that are showing high level of demand may be able to sustain a higher level of frequency making them even more attractive and encourage modal shift from the private car. Similarly in some cases splitting routes rerouting of corridors to reduce journey times can also encourage increased patronage. The bus operators will be encouraged to continue their regular reviews of services to identify such opportunities.

The upgrading of buses and facilities along routes to improve ease of access, quality shelters and waiting facilities and good bus information together with some increases in frequency has resulted in excess of 25% increase in patronage on some of the routes in Harrogate. It is therefore recommended that the County Council can best influence modal shift to bus through improvements to facilities on existing routes, i.e. introduction of quality bus corridors linked to punctuality improvements. The following bus corridors have been identified for improvement. Improvements will include the introduction of raised kerbs, shelters and real time passenger information. Infrastructure improvements have already been completed on some of these routes and RTPI units will be introduced on a phased basis.

- Leeds Road
- Jennyfields Service
- Carmires/Eastfield/Aspin Knaresborough
- Wetherby road
- Bilton/Dean park
- Bilton/Tennyson Avenue
- Pannal Ash/Otley Road

In January 2006 the North Yorkshire Citizen Panel were asked what factors they considered would raise their satisfaction with bus services. The five highest factors identified in order of importance were:

- Improved punctuality
- Simplified tickets that can be used on any bus
- More frequent buses
- Shelters at more bus stops
- Improved lighting to bus stops and stations

All the above measures are included in the Harrogate Action Plan, with the exception of simplified ticketing, which has already been addressed by the local bus operator

Park and Ride

A preliminary assessment of the impact of introducing Park and Ride sites to the north, east and south of Harrogate has been carried out. Sites located in the vicinity of the A59/A61 junction north of Harrogate, A61/A658 South of Harrogate and on the A661 Wetherby Road could attract a significant number of users, especially in the morning peak hour. Due to the long lead in times required for land purchase and legal agreements with operators it is unlikely that any of the Park and Ride sites could be operational in Harrogate before the end of LTP2. However, it is the Council’s intention to work closely with the Borough Council to identify specific locations for inclusion in the Local Development Framework with a view to progressing with the sites early in the next LTP. A detailed assessment of Park and Ride will commence in the first year of the LTP to refine the preliminary assessment and to determine an appropriate implementation programme.

Traffic Management

Small-scale traffic management measures have been identified to improve the efficiency of the existing road network, hence reducing congestion. Improvements of this nature, which have recently been introduced on the section of the A59 between Empress and New Park roundabouts, have resulted in a reduction of up to 15% in peak hour journey times. Detailed micro simulation models have been developed for the A59/A661 corridors and further models are being developed for the A61 route. A key component of improved efficiency on the network will be achieved through upgrading the existing Urban Traffic Control (UTC) System and manning the UTC centre at peak hours to better regulate traffic flows and respond to incidents. Upgrading the UTC software will be carried out in 2006/07. The system will enable bus pre-emption, to be introduced to improve the time and reliability of bus services.

Additionally, the upgrade will also allow the introduction of Variable Message Signs on key routes advising of delays and alternative routes as well as other relevant information. The system of car park signing (which is an integral element
Throughout the LTP period businesses will be encouraged to adopt Travel Plans and the County Council will assist with the preparation and implementation. All planning applications for new developments will be assessed and where appropriate Travel Plans will be required as part of the detailed planning applications.

**Company Travel Plans**

Company Travel Plans will be carried out in 2007 and the yellow bus network will be examined more closely at that time with a view to possible expansion.

Managing the interruption to traffic from highway maintenance works and statutory undertakers is an important element of managing the network to achieve maximum efficiency. Work which will disrupt traffic flow is not permitted during peak periods and a pro active inspection regime has been introduced on traffic sensitive routes. This ensures that sites are visited daily and work, particularly by public utilities, is monitored. Measures are also implemented through the UTC system to more generally minimise the effect of works on traffic flows.

**Community Transport**

The Community Transport Strategy for North Yorkshire guides Community Transport in the County. Community Transport (CT) in Harrogate primarily aims to improve access for people without suitable access to public or private transport. CT operators co-ordinate journeys across social car schemes, dial-a-ride schemes and other group transport. CT operators are also developing services beyond their traditional clients groups. For example, Harrogate District Community Transport has established and developed Harrogatecarshare.com primarily to increase individuals’ access to employment and reduce the negative traffic impacts in the area. Whilst the County Council provide funding for Community Transport, the opportunity to maximise the potential of CT in Harrogate is dependent on a bid to Future Builders, which is still awaiting a decision at the time of writing.

**School Travel Plans**

With the incentive of funding from the DfES/DfT for schools to implement school travel plan measures there has been an increase in interest and participation from the schools in the area. 19 schools in Harrogate have travel plans in place. Plans have been submitted for the first time from 9 further schools and are awaiting approval at the present time and plans from 3 further schools, which were compiled some time ago, will shortly be updated.

Progress against the agreed implementation programmes and targets contained in the plans will be monitored throughout the LTP period to ensure the aims and objectives of the Travel Plans are met. The Council intends to continue to encourage the remaining 4 schools in Harrogate to produce travel plans.

The introduction of a network of Yellow Buses through Harrogate and District Travel during the first LTP has been well supported. CCTV has been introduced on the vehicles to improve the safety of passengers and drivers and multi journey ticketing to improve the services available to the passenger. A full review of all services in the Harrogate Area will be carried out in 2007 and the yellow bus network will be examined more closely at that time with a view to possible expansion.

**Company Travel Plans**

*Throughout the LTP period businesses will be encouraged to adopt Travel Plans and the County Council will assist with the preparation and implementation. All planning applications for new developments will be assessed and where appropriate Travel Plans will be required as part of the detailed planning applications.*

**Smarter Choices**

The main thrust of smarter choices activities in Harrogate takes the form of the promotion of the Harrogate Car Share scheme mentioned above. This project will pilot a car-sharing scheme to include several large businesses in the Harrogate District (generally employing over 100 people), using “Liftshare.com” internet-based software. It was launched district-wide to the public in mid-2005.

It aims to introduce car sharing as part of the overall transport mix available to rural residents in the Harrogate district to enable and encourage car travellers to make optimum use of their vehicles. The scheme will improve transport opportunities in rural areas and support existing public transport services, thereby reducing social exclusion, congestion and pollution in the Harrogate District. This scheme has been under development for the past four years in conjunction with the Harrogate Borough Council and the Local Agenda 21 Steering Group. A full-time project officer has recently been appointed, and will be supported by the brokerage of Harrogate District Community Transport (HDCT).

Raising Awareness campaigns and promotional activities will continue throughout the Plan period. The main thrust will be to encourage walking and cycling.

**Programme**

The short-term strategy for reducing congestion within Harrogate will be an amalgamation of all the above measures. A 2 year detailed implementation programme has been developed. The programme will be reviewed on an annual basis when progress against local targets will be assessed. The outcomes from progress against targets will influence the schemes to be introduced to produce a rolling 2-year programme.

In addition to the implementation of the short-term strategy, long term planning is required to ensure the benefits achieved through the short-term measures are not eroded. The County Council and Harrogate Borough Council will continue to work closely to identify the appropriate sustainable land allocations that meet the Councils accessibility criteria for inclusion in their Local Development Framework. The Councils will also continue to work closely to identify the measures necessary to address potential increases in car borne traffic as a result of planned development through the Local Development Framework with a view to bringing forward any additional measures in the period beyond 2011.

The issues identified previously in respect of housing growth and the Northern Way City Regions Growth Strategy need to be fully understood and managed to reduce the adverse transport effects that could arise beyond the LTP2 period. The County Council will continue to work with the adjacent authorities to monitor and manage the cross boundary movements with an aim to reduce the volume and hence congestion on the cross boundary routes.
Scarborough Town Centre

Background

Scarborough is the second largest urban area in North Yorkshire with a population of over 50,000. It also serves a wide rural hinterland of almost 25,000. Scarborough is the principal tourism destination in North Yorkshire, and the resident population in the town can rise to 180,000 during the summer months, with over 360,000 visitor days in the month of August. During the summer season, traffic volumes on a number or roads and streets in the core of the town are very heavily congested and traffic can be at a virtual standstill during certain parts of the day. Quite apart from serving as the major visitor attraction on the northeast coast of England, it is also the main service centre for a substantial rural area such that parts of the town centre are highly trafficked throughout the year.

The morning peak, particularly during the summer months, is spread over a number of hours with the traditional commuter peak being closely followed by the late morning day visitor traffic arriving. A similar situation arises in the afternoons with the visitor traffic exiting the town before, during and after the traditional afternoon commuter peak period.

The forecast housing allocation for Scarborough District, as envisaged in the draft Regional Spatial Strategy, is for some 430 dwellings per year over the next 10 years. Of these, it is anticipated approximately 75-85% will be built in Scarborough town over the period to 2016. This scale of housing development will inevitably lead to increased demand for travel within the town and increasing pressure on an already heavily congested central area road network.

This pressure is likely to be further exacerbated by planned major expansion of the Scarborough Business Park on the south side of the town, where outline planning consent has been granted for a 33 hectare mixed industrial/showroom/hotel and retail development scheme.

In addition, outline planning consent for redevelopment of the North Bay Leisure Park has been granted which includes a 150 bed hotel, 420 holiday and residential apartments, an indoor water and leisure park and associated food, drink and retail outlets. These developments and proposed retail redevelopment projects in the town centre together with the Regional and European funded major investments planned for the Spa Complex, the Sandside revitalisation project and the Rotunda/Woodend/Art Gallery cultural quarter, are all aimed at promoting the ‘Costal Capital’ image being sought for the resort. Taken together, these major development proposals for the town will have significant impact on traffic movements across and within the town centre highway network.

Some of these projects are likely to come to fruition within the timescale of LTP2, and there is therefore a relatively immediate challenge, particularly when set against the LTP2 policy of continued restraint on traffic growth in the urban areas of the county. The County Council is already working closely with the Borough Council on its Local Development Framework and in assessing the impacts of those major proposals for which planning consents have recently been granted. Our aim is to identify and deal with the more immediate challenges relating to increasing congestion, and to refine a medium to long term strategy with identified improvements which will be required to the local transport system to accommodate the increased demand for movement of people and goods.

Key Congestion Issues

The approximate extent of congestion in Scarborough town centre is shown in Figure 3. This occurs predominantly on the A64, A165, and A171 approaches to the town centre, to a lesser extent on the A170 approach and within the town centre gyratory system.

The A64 in particular is flanked closely on both sides by housing and other developments, as are certain critical sections of the A165, thereby severely restricting any possibility of local road widening to achieve increases in road capacity. In the town centre gyratory system, some of the traffic signals are partly linked and co-ordinated by an outmoded UTC system, and the network capacity is exceeded frequently throughout the day, especially in the summer months.

Figure 4 overleaf indicates the traffic volumes recorded at points on each of the main routes in the town. The Borough Council has not presently identified any of the radial routes as possible future ‘exceedance’ of air quality limits for Nitrogen Dioxide (NO2) and PM10, although there are two schools, and one further education establishment and numerous local shops and facilities located alongside sections of the A64 and A165, and the streets in the town centre gyratory where traffic can be constantly queuing throughout most hours in the day.

The York to Scarborough railway line terminates in the town with the main station located at the western end of the town centre shopping area and close to the main bus terminus facilities. The Transpennine Service to/from Liverpool operates hourly with an extra train to/from York every 2 hours in the summer. The service to/from Hull operates on an approximately average 90 minutes frequency. There is also an extensive network of local bus services accessing the town centre, whose reliability is greatly affected by the...
traffic congestion in the town centre. Presently, there are no bus priority measures operating in Scarborough.

Strategy Measures

A comprehensive traffic study was undertaken in Scarborough in 1992 which led to the development of an integrated transport strategy bid for major government funding in the order of £27 million. This strategy, known as the Scarborough Integrated Transport Strategy (SITS) comprises four main elements.

i) A major realignment of a section on the A165 principal road on the southern edge of the town.

ii) Two 600 plus capacity park and ride sites; one to be located at the northern end of the A165 realignment; the other alongside the A64 on the south western edge of the town.

iii) A new SCOOT based urban traffic central system to coordinate the various traffic signal installations within and on the immediate approaches to the town centre gyratory system.

iv) The introduction of a number of physical and electronic bus priority measures at certain critical junctions and links in the town centre network, coupled with real time vehicle activated signs for the main off street car parks.

Ministers have now agreed to award the SITS project conditional approval at a cost of £26.895 million. This means that the Department for Transport has agreed to fund the scheme subject to its cost and scope remaining broadly unchanged after up to date tenders have been received for the various scheme components, and a revised delivery timetable and estimated cost profile across financial years have been submitted.

Tenders were received for construction of the A165 diversion and the two park and ride sites over a year ago and we will now be undertaking negotiations with the successful contractor to agree any revisions to the tender price and a new delivery timetable for those elements of the scheme.

We are also presently working with the Borough Council and partner consultants on the necessary traffic modelling work to verify the optimum park and ride routes, and on the preliminary design of the network and bus priority measures needed to optimise bus operation around the network and to minimise overall traffic delays and congestion. This work will be tendered in due course to a programme which will ensure construction is completed and park and ride bus operations are finalised to coincide with the completion of the major highway and park and ride sites construction contract.

We will need to monitor the effectiveness of the measures described above in the later stages of LTP2 prior to development of a new Service Centre Transportation Strategy for Scarborough which we have shown programmed for 2010/11 in chapter 4 of the LTP2 document.

Meanwhile, other initiatives will be actively pursued in parallel with the introduction of the SITS package, aimed at restricting the congestion and impact on air quality on the town centre roads.

These will include:

i) Short term bus improvements such as improved bus infrastructure on key routes, and punctuality improvement plans through the identification and removal, by appropriate traffic regulation orders, of vehicle obstructions at critical locations.

ii) The implementation of key cycle routes on corridors leading into the town centre.

iii) The investigation of key routes in relation to permitted on-street car parking and the introduction, where considered appropriate, of effective and enforceable traffic regulations orders to free up critical road space, using our decriminalisation of parking enforcement powers due to be introduced this year.

iv) Encouraging, and where necessary contributing funding to, the congestion targeted initiatives identified in School Travel Plans which have now been prepared for all schools in the town.

v) Encouraging all major employers in Scarborough to adopt Company Travel Plans and to proactively implement them. In cases where individual incentives would make a contribution to reducing congestion on critical routes, funding contributions will be positively considered.

vi) The review and evaluation of any accessibility improvement interventions that may have been implemented and the development of any further improvements that may be possible to improve local accessibility, particularly with respect to Scarborough Hospital.
Butcher Corner, Malton / Norton

Background

Malton and Norton are adjacent towns located astride the River Derwent and the York to Scarborough railway line. They had a combined resident population of just under 12,000 in 2001. They are bypassed by the A64 trunk road which runs in an east to west direction to the north of the two towns. There are three connections to the local road network from the A64, although with limited movements at the eastern and western ends. The junction approximately midway along the bypass with the A169 Malton to Pickering road is a full movement junction.

The A169, B1257 (Malton – Helmsley), B1248 (Malton/Norton – Beverley) and local roads connecting from the A64 all converge in Malton and Norton. This convergence coupled with only one river/rail crossing results in significant traffic congestion problems in areas of the two town centres.

Despite the existence of the bypass there is still a substantial volume of both through and local traffic, which is using the roads within the two towns.

Key Congestion Issues

Figure 5 shows the approximate extent of the congestion in Malton and Norton. This is most predominant at Butcher Corner in the centre of Malton where the B1257 crosses the roads linking the A64 from York and Pickering (Yorkersgate and Old Maltongate). The problem is also evident at certain times of the day on County Bridge where the B1257 crosses the River Derwent and then the railway line at a level crossing. Congestion also occurs in the opposite direction for traffic exiting Norton on Commercial Street and Church Street which then crosses the level crossing and County Bridge to access Malton. The problem is further exacerbated on the Norton side immediately adjacent to the level crossing where the B1248 junction with Welham Road is situated. The fact that trains halt at Malton Station, which is also close to the level crossing, and require lengthy closures of the crossing when the eastbound and westbound trains depart within minutes of one another, is one of the prime causes of the periodic congestion at this location.

There is no doubt however that the main problem with congestion is in Malton at Butcher Corner where, because of the narrowness of the streets and confined nature of the junction, the traffic signal controls involve an extended cycle time and a great deal of ‘lost’ time in the cycle due to the stop lines needing to be set well back.

Figure 6 indicates the traffic volumes recorded at points on each of the main routes in the two towns. It should be noted that the Ryedale District Council identified Butcher Corner as a location where there was a requirement to carry out a detailed assessment in respect of Nitrogen Dioxide and PM10 Particulates. This assessment was carried out in 2004 and, whilst the District Council is not presently required to declare an air quality management area for either of these pollutants, there is a possible future exceedance of the air quality limits for Nitrogen Dioxide.

Although housing allocations for 2006 onwards have yet to be declared, it is likely the District Council will allocate in the Local Development Framework the greater proportion of the Draft RSS allocation of over 200 dwellings per year district wide, in Malton and Norton. There is therefore a major challenge to reduce the localised congestion in Malton and Norton which is likely to be intensified by a possible significant and regular growth in the size of the two towns by up to 1500 dwellings over the next 15 years.

Strategy Measures

The A64 Malton/Norton bypass was opened in 1979, and at that time a significant element of through traffic was removed from the two towns. Unfortunately, the junctions at each end of the bypass was constructed without all movement slip roads with the result that, over time, traffic volumes passing thought the town centres have again increased to unacceptable levels. This is particularly the case for traffic arriving from the north and west requiring access to the Norton Grove Industrial Estate, and beyond to Beverley, a problem exacerbated by the high proportion of heavy goods vehicles making these journeys.

The congestion and air quality problems in the town centre arise, in significant part therefore, due to the inadequacy of the connections to the Malton bypass. This failing was highlighted in the Traffic Management Strategy for Malton and Norton which was adopted by the County Council in
2004, following extensive consultation with the local community and major stakeholders. Almost all who contributed to the production of the strategy referred to the need to improve the A64 Junctions as the only realistic means of achieving the necessary reduction in congestion in the town centre.

Moreover, we have demonstrated as part of the output from the Malton/Norton traffic model, that the provision of all movement junctions at each end of the bypass will reduce traffic levels by between 17% and 26% on the critical road links in the town centres.

These major road improvements would also create the possibility for introducing HCV restrictions in the town centre which would remove the great majority of heavy commercial vehicles from Butcher Corner.

This issue of congestion and restricted road capacity, particularly at Butcher corner, will be further exacerbated as the identified sites for future housing in Malton and Norton are brought forward for development. It will be necessary therefore to continue the already close working relationship with Ryedale District Council to introduce appropriate mechanisms so as to ensure adequate levels of developer contribution are achieved, as planning consents are granted. In this way a funding package for the A64 junction improvements can be assembled.

The County and District Councils have already expressed a commitment to making their own funding contributions towards these improvements, particularly at the eastern end of the bypass where there are relatively few road safety issues to provide an incentive for the Highways Agency to act independently. The situation at the western end of the bypass is different, as a relatively high incidence of road accident has prompted the HA to investigate a possible improvement scheme which would permit all movements. Discussions are ongoing with the HA, and some consideration may be need to be given to the possibility of third party funding contributions towards that scheme to ensure the scheme is implemented as early as possible.

In parallel with this work, which will be aimed at securing the necessary strategic road improvements to ensure the significant congestion reduction necessary in the town centres, we will pursue other initiatives in the short term. These will include:

- The promotion and implementation of those cycle priority proposals on the key radial routes which are included in the adopted traffic management strategy, with the aim of encouraging modal shift.
- Working with the District Council on the development of the Local Development Framework to ensure that the proposed housing and employment allocations for Malton and Norton are phased in such a way as to minimise the impact on the critical highway links, until the strategic improvements have been completed.
- Working with the bus and train operators to ensure better physical integration of the bus and adjacent rail stations, and timetabling improvements to encourage more bus/rail rather than car/rail interchange for commuter journeys to York from outlying villages.
- Engaging with the new rail operator to introduce any timetabling and signalling alterations which could lead to removal of the overlapping level crossing closures.
Skellgate Area of Ripon Town Centre

Background

Ripon is a small city of 16,000 population. It is the main service centre for a rural hinterland of some 8,000 additional people providing employment, shopping, educational and health care facilities.

Ripon lies at the junction of the A61, A6108 and B6265. The A61 runs from the A1 via Ripon to Harrogate. The A6108 links the A61 and Ripon to eastern areas of the Yorkshire Dales National Park and the Lightwater Valley theme park. The B6265 runs from the A1 (M) to the southern Yorkshire Dales National Park and Fountains Abbey World Heritage Site. Although an A61 Ripon Bypass opened in 1996 there is still a significant volume of local and through traffic travelling on roads within the town.

Ripon town centre is characterised by its Market Place, medieval street pattern and many historic buildings. Road widths range down to less than 5 m often with tortuous alignments. This combination of sub-standard roads and high volumes of modern traffic lead to congestion problems in areas of the city centre.

Key Congestion Issues

Figure 7 shows the approximate extent of congestion in Ripon City Centre. This is predominately on Low, High and Water Skellgate, Somerset Row, Firby Lane and Westgate. These roads are generally narrow (between 5 and 7 m), have narrow footways (less than 1 m in places) with housing and retail development in close proximity to the carriageway. At some pinch points on these roads (particularly Low Skellgate and Coltsgate Hill) car traffic cannot pass oncoming HGV's.

Traffic on these road is a mix of local traffic travelling around the town, traffic travelling from Ripon to Harrogate and Leeds and east – west through traffic on the B6265. Congestion is mainly experienced during the morning and evening peak hour but occasionally occurs during the inter peak hours especially on Market Days (Fridays). Traffic and congestion problems are exacerbated during the summer months by tourist traffic travelling from the A1 (M) to Fountains Abbey and the Yorkshire Dales.

It should be noted that Harrogate Borough Council has identified Skellgate as a location where there is a possible or probable future ‘exceedance’ of Air Quality limits for Nitrogen Dioxide (NO2). This air quality problem is traffic related and probably results from the narrow canyon like nature of development adjacent to the road stopping the free flow of air to clear pollution. Successful measure to address congestion in this area should also ensure that NO2 limits are not exceeded and that an Air Quality Management Area (AQMA) does not need to be declared.

In addition to the congestion in the Skellgate area of Ripon lesser congestion occurs on Church Lane and Trinity Lane resulting from school traffic to the three primary schools situated on this half kilometre length of road.

Although housing allocations for 2006 onwards have yet to be determined it is possible that Harrogate Borough Council will include significant new housing allocations for Ripon in their Local Development Framework. The challenge of reducing congestion in Ripon therefore needs to be set against a background of a possible significant growth in the size of the city.
Strategy Measures

As previously stated the A61 Ripon Bypass was opened in 1996. This removed all the A61 through traffic from the town centre significantly reducing congestion in the Market Place and the Skellgate areas of the city. However significant volumes of local and east – west traffic remained in the city centre. In order to manage this traffic and reduce the impact of suppressed demand by local traffic, the County Council introduced traffic management measures, one way working and environmental improvement in the Market Place. This successfully suppressed demand for a number of years. However traffic congestion problems remain. There is also the potential for increased traffic and congestion resulting from new housing developments on the former Ripon College site and retail developments west of the Market Place. The Council therefore intend to continue with traffic management measures and targeted road improvements to address these congestion problems. In the short term these include:

- Widening Firby Lane and provision of signal controlled junctions at each end to allow two way traffic. This will reduce the volume of traffic on High Skellgate and thus reduce congestion and associated air quality problems. The reduced traffic will also allow the optimisation of traffic signal timings at the Low Skellgate / Water Skellgate / High Skellgate and High Skellgate / Westgate traffic signals facilitating better pedestrian phases and the free flow of traffic. (currently programmed for 2008/09)
- The improvement of Blossomgate and the construction of a new link from Blossomgate to Coltsgate Hill, in partnership with Harrogate Borough Council (the planning authority) and the developers of the West of the Market Place retail development. This will provide access to the new retail development, remove further traffic from High Skellgate and the Market Place hence reducing congestion and improving Air Quality in these sensitive areas. Additionally, much of this area of land is currently used by HBC as a disc parking zone. The proposed development will reduce the amount of parking in this area and introduce more rigorous parking management. (currently programmed for 2007/08)
- The County Council has completed an initial feasibility study which gave a positive cost benefit ratio over Ripon to Harrogate section of the former Northallerton – Ripon – Harrogate route. A consultant has been appointed to undertake phase 2 of the study which will provide more accurate information on route alignments and potential costs. Whilst this scheme would afford some potential to transfer a number of car trips onto rail it is unlikely that funding will be available to implement this scheme in the short term (before 2011).

These ‘hard’ traffic management and road improvement measure have been, and will continue to be, supported by ‘soft’ and travel awareness type interventions including:

- Assisting the schools on Church Lane and Trinity Lane with the development and implementation of School Travel Plans including the promotion of non car modes of travel to work.
- Working in partnership with Harrogate and District Travel on promotion of local bus services and further promotion of the successful No. 36 Ripon – Harrogate – Leeds Quality Bus Corridor. Continued improvement and promotion of this service should see further increase in patronage from Ripon with a corresponding decrease in car trips.
- Continue to work with the Borough Council to ensure that management and charging for both on and off street parking contributes towards demand management and therefore seeks to reduce congestion. Harrogate Borough Council already charge parking in most of their off street car parks in Ripon. The recent refurbishment of the Market Place reduced the total number of parking spaces available in this area and introduced parking charges to discourage the extra congestion caused by cars searching for free parking. However, in the vicinity of Ripon town centre there is little on street parking. Introduction of on street parking charges is therefore unlikely to be economically viable or to have a significant beneficial effect on congestion.
- Working with Harrogate Borough Council on the development of their forthcoming Local Development Framework (LDF). One option for housing allocations in their LDF is a significant urban extension to Ripon. The County Council are assisting the Borough Council to assess the accessibility and traffic impact of these proposals. We will also be seeking appropriate retail, leisure and employment development to support new housing and minimise the need for travel. The aim is to ensure that, as a minimum, the urban extension does not result in more congestion and ideally, by supporting a more sustainable size of community in Ripon, reduces the need to travel and therefore reduces congestion.
Kildwick Level Crossing, A6068 Skipton Road, Crosshills

Background

The community of Crosshills, Glusburn and Sutton in Craven lie adjacent to the south western boundary of the County close to Bradford Metropolitan District and Lancashire (see figure 9). The communities are built on the flood plain of the River Aire close to the river itself.

The intersection of the A629 trunk road from Skipton to Keighley and Bradford with the A6068 cross Pennine route lies approximately 50m north east of the village of Crosshills. Prior to the early 1990’s the route of the A629 trunk road ran through Crosshills. This route was down graded to become part of the A6068 and the B6265 with the construction of the dual carriageway Airedale Route. This section of the route however remains a popular and heavily trafficked route to access the large Airedale General Hospital in nearby Eastburn and into Keighley.

The Skipton – Keighley – Bradford railway line also runs through Crosshills though there is currently no station in the village.

Key Congestion Issues

The A6068 / B6265 route crosses the Skipton – Keighley railway at a level crossing (Kildwick level Crossing) approximately 350 m south of the junction with the A629(T). Surveys carried out by the County Council in the mid 1990’s found that the level crossing was closed to traffic for approximately 40 minutes of the morning and evening peak hours. Since these surveys were carried out use of the railway has increased exacerbating the problem.

Figure 10 shows traffic flow on key routes in the area. The delays to these vehicles at the level crossing cause significant congestion problems. This can often resulting in traffic queuing back onto the dual carriageway section of the A629 trunk road resulting in potential safety issues.

Strategy Measures

The County Council have been working with Network Rail, Bradford Metropolitan District Council, Craven District Council and the Highways Agency to investigate solutions to this congestion problem. Until recently potential solutions have centred on amendments to the rail signalling aimed at reducing the closure time of the level crossing. Despite the best efforts of all parties concerned, in February 2005, Network Rail confirmed that there are no potential modifications to signalling that would bring about appreciable reductions in the duration of the closures of the level crossings.

Additionally, the County Council has a long-standing aspiration to introduce a rail halt at Cross Hills. However this would further aggravate the current position regarding delays to vehicular traffic with the level crossing being closed for an extended period.

Given that traffic using the route over the level crossing already experiences substantial delays it is highly unlikely that the County Council Bradford MDC or Highway Agency could introduce any traffic calming or management measures that would discourage use of the A6068. Similarly, it is unlikely that measures to promote modal shift will appreciably reduce traffic at this location.

In this context, and following discussions with the Government office for Yorkshire and the Humber, it was proposed that replacement of the level crossing on the A6068 at Crosshills with a bridge was the most feasible solution to the congestion problems and a scheme was included in the provisional Local Transport Plan. This would additionally have provided the opportunity to develop the new rail halt on the Leeds-Keighley-Skipton railway.

However, following the recommendations of the Regional Transport Board in December 2005, it is clear that funding for such a bridge will not be available in the foreseeable future. The County Council will therefore need to work with partners to seek alternative means of reducing the congestion at this location.

As stated above the area is also a prime location for future industrial and housing development. It is however likely that...
the traffic congestion arising from the level crossing could constrain the potential for this development. The County Council are therefore working with the planning authority and potential developers to seek solutions to this issue and hence realise the development potential of this area.

Notwithstanding the above, in the shorter term the County Council will implement other initiatives that seek to reduce the volume and impact of congestion in this area. These include provision of improved pedestrian and cycling routes to encourage local people to walk and cycle more. It is hoped that improved bus infrastructure and promotion both locally and in Skipton will encourage more local bus use and more bus journeys between Skipton and Keighley and hence reduce traffic.

Rail travel as an alternative to driving between Skipton and Keighley is currently constrained by a lack of parking at Skipton railway station. As part of the Skipton Traffic Management Strategy the Council and partners are seeking to address this constraint.

A major traffic generator in the area is the Airedale Hospital just across the boundary in Bradford metropolitan District. The County Council will work with Bradford MDC and the hospital on the development and implementation of a workplace travel plan for the hospital.

Bradford MDC have developed an Airedale Integrated Transport Strategy. The area covered by this strategy abuts North Yorkshire in the vicinity of these communities. The County Council are working with Bradford to ensure a consistent and complementary approach to congestion issues in the area.
A167 North End Level Crossing, Northallerton

Background
Situated in the north of the county, Northallerton is one of the principal service centres in North Yorkshire. It has a population of approximately 18,000. Consequently Northallerton provides the focus for a wide range of public and private services and employment for a large rural hinterland. The numerous hinterland villages rely on the town for the provision of key services.

A major link into the town is the A167 Darlington Road/North End, from the north. Much of the town's industrial land is located off the A167 north of the Yafforth Road Roundabout and the Low Gates level crossing on the Northallerton to Middlesbrough railway. This is a key potential growth area for the town. The major residential areas and the key services are located to the south. The industrial land and destinations to the north are frequently severed from the centre and south of the town by the closure of the Low Gates level crossing.

Key Congestion Issues
Congestion at North End, Northallerton extends between the roundabout junction of North End, Darlington Road and Yafforth Road and the roundabout junction at the northern end of the High Street (see Figure 11). Traffic surveys have shown that most traffic travelling along the A167 has an origin or destination in Northallerton and consequently would be unlikely to by-pass the congested area. The volume of traffic on the A167 is 15,400 AADT (see Figure 12).

The frontage of North End is continuously developed between Friarage Street and the level crossing. There is on street parking. There are numerous junctions and private accesses. Quaker Lane is served by a mini roundabout and other junctions have right turning lanes marked. Several private accesses have right turning lanes. The frequency of these accesses and the volume of right turning vehicles add to congestion in the area.

The Northallerton to Middlesbrough railway has regular passenger and freight services and closures of the Low Gates level crossing are therefore frequent. Due to their proximity the gates at North End need to be linked to the Romanby Road and Boroughbridge Road level crossings to the south of the town increasing the required closure times. The Northallerton to Middlesbrough railway carries both passenger trains and slow moving freight trains. It is not uncommon for the level crossing gates to remain closed after a train has passed to accommodate a following train. Consequently closures of the Low gates crossing can also be protracted as well as frequent. The level crossing can be closed for 22 minutes in the hour.

These frequent and sometimes lengthy closures of the level crossing cause congestion and, as a consequence, at busy periods, traffic in the town centre becomes gridlocked. Planned increases of the use of this line will exacerbate traffic congestion. To provide relief from congestion caused by closure of the Low Gates level crossing a scheme to provide a bridge to replace the level crossing was included in the provisional Local Transport Plan.

However, following the recommendations of the Regional Transport Board in December 2005, it is clear that funding for such a bridge will not be available in the foreseeable future. The County Council will therefore need to work with partners to seek alternative means of reducing the congestion at this location.
The County Council adopted a Traffic Management Strategy for Northallerton in December 2003. This considered issues for the whole of Northallerton. Schemes which will have a particular relevance to reducing congestion at North End are:-

- Pedestrian action plan - to ensure routes are easy and safe to use. This will encourage a modal shift with a consequent reduction in congestion.
- Cycling plan – this has identified key routes to encourage cycling as a viable alternative to the car for journeys under 5 km
- North end public transport improvements - again this will encourage modal shift & thus contribute to reducing congestion
- Junction of High Street, Friarage Street and Applegarth – a study is proposed. Any improvements to this junction will improve the free flow of traffic with a consequent reduction in congestion.
- Warlaby Crossroads to Darlington Road – improvement of this route will encourage traffic to use it as an alternative to the A167 to access the A684 west of Northallerton. Any diversion of traffic from the A167 and North End in particular will reduce congestion.

Cross town travel from the industrial and “out of town” retail elements north of Low Gates level crossing to the town centre and residential areas to the south contributes to congestion. Measures to promote modal shift and thus reduce congestion need to be considered.

Hambleton District Council, the Local Planning Authority, is currently consulting on sites for inclusion in its Local Development Framework, (LDF). The County Council is working closely with Hambleton DC in considering the suitability of the sites which have been proposed. Considerable areas of land in the area north of Low Gates level crossing are being investigated for potential industrial and residential development allocation. Whilst at this stage it is not possible to determine which sites will be brought forward for allocation in the LDF the indications are that some of those located north of Low Gates will be viewed favourably. The County Council are working with Hambleton District Council to ensure that the transport issues are a prime consideration in determining the allocations.

### Strategy Measures

To assist in the management of congestion of traffic on the A167, North End, the County Council has sought developer funded improvements to the existing highway network. These are consequent upon the redevelopment of the Walter Thompson office site and the former Great Mills DIY warehouse. Permission has been granted for non food retail development. Developer funded off site highway works will provide:-

- Signalisation of the Quaker Lane mini roundabout. This will increase the junction capacity and reduce driver frustration on the side road by ensuring dedicated phases for turning traffic. Careful design of the signals phasing will maximise the junction capacity.
- An off road cycleway along the site frontage will add to existing cycle facilities, funded through LTP 1 and by previous developer contributions, providing further sections of a planned continuous off road route from the town to the industrial areas.
- Provision of a pedestrian crossing facility for North End. This will facilitate shared trips to the Sommerfield supermarket opposite the site and generally assist pedestrian movements in the area. Again this will encourage modal shift.

The allocation and development of housing as well as industrial land north of the Low Gates level crossing will reduce the need for commuting to work outside the area and within the town and thus contribute to reducing congestion along the A167.

Allocations for development which come forward through the LDF will need to consider the congestion issues which they exacerbate. The County Council will work with Hambleton DC and developers to investigate imaginative solutions. Complex traffic modelling may be required to determine suitable solutions to accommodate the vehicular traffic which is generated. Facilities for public transport, pedestrians and cyclists will also be a vital part of any solution. It is expected that these will include developing attractive routes away from the A167 which will give access directly to the town centre and its key facilities.

It is anticipated that the improvements to the roundabout at the junction of Yafforth Road, identified through the Northallerton TMS will be undertaken through developer contributions. The improvements to Dolly Lane to provide an adequate alternative route to Warlaby cross roads on the A684, west of Northallerton, which were also identified in the Northallerton TMS may also be suitable for developer funding. In association with Hambleton DC consideration will be given to establishing, a formula for seeking developer funding for these high cost schemes.

In addition to the above which will bring forward proposals identified through the Northallerton TMS other TMS schemes will be progressed by the County Council which will assist in addressing congestion issues on the A167 North End.

- The improvement of the bus interchange area at the north end of the High Street will help to encourage modal shift and thus reduce congestion.
- The Friarage street Roundabout has been identified for further study. Any proposals will need to contribute to the reduction of congestion.

These ‘hard’ traffic management and road improvement measure have been, and will continue to be supported by ‘soft’ travel awareness type interventions including:

- Assisting the existing businesses with the development of Workplace Travel Plans including the promotion of non car modes of travel to work.
- Working in partnership with Bus Operators on the development of routes and the promotion of local bus services to realise the potential for increasing bus patronage with a corresponding decrease in car trips.
- Continue to work with Hambleton DC to ensure that management of both on and off street parking contributes towards demand management and therefore seeks to reduce congestion.
- Working with Hambleton DC on the development of their forthcoming LDF. The County Council are assisting the Borough Council to assess the accessibility and traffic impact of potential allocations. We will also be seeking appropriate retail, leisure and employment development to support new housing and minimise the need for travel. The aim is to ensure that, as a minimum, the urban extension does not result in more congestion and ideally, reduces the need to travel and therefore reduces congestion.
APPENDIX 2
Rural Traffic Congestion
Malham, Yorkshire Dales National Park

Background

Malham Tarn, Malham Cove, Malham Village and Goredale Scar are extremely popular tourist attractions on the western edge of the Yorkshire Dale National Park. The spectacular limestone scenery and public rights of way network attracts both day visitors and walkers and mountain bikers. The large population centres of West Yorkshire and East Lancashire are within approximately an hour’s drive and access is relatively easy via the trunk road network especially the A65 which lies less than 10km from Malham Village (see Figure 13). The attractiveness of the area and relative accessibility to large population centres leads to large influxes of visitors in the summer months.

Key Congestion Issues

Although traffic congestion is seasonal, primarily occurring during the summer months, and confined to a limited area the problems when they do occur are significant. The problems are generally caused by large volumes of visitor traffic to the area which competes for road space with local traffic and large agricultural vehicles. Off road parking in this area is very limited. Congestion problems are therefore exacerbated by inappropriate on road parking on already narrow country lanes bounded by dry stone walls. Additionally most of the roads in the area have no footways. There are therefore large numbers of pedestrians walking on the road in the area.

Strategy Measures

Any measures to address congestion problems in the area require partnership working between the County Council and the Yorkshire Dales National Park Authority. The two authorities already work closely on a number of issues and this will be expanded specifically to address congestion hot spots in the Park.

Tourism is an important contributor to the local economy. It is important that any measures to address congestion do not adversely impact on the economy of the area. Additionally, as congestion problems are seasonal, care will be required to ensure that management measures do not unduly impact on local people during off peak periods.

Proposals are at an early stage of development but measures are likely to consist of the following:

- Visitor Management – Working with the National Park Authority to seek better ways to manage visitors to the area and if appropriate to encourage visitors to visit at different times or even visit alternative attractions in the area.
- Parking and Traffic Management – Co-ordination of on and off road parking management in and around Malham including if appropriate the imposition of parking restrictions on the highway. Investigation of traffic management measure to ease the flow of traffic in the area including liaison with the Highways Agency on signing arrangements from the A65.
- Encouraging modal shift – Both locally through the promotion of local bus services and cycling to access the area and as part of the wider Transport and Sustainable Tourism initiatives for the Yorkshire Dales and North Yorkshire as a whole. This will include the continuing implementation of routes included in the County Councils Yorkshire Dales and Nidderdale Cycle Plan.

As stated in section 5.3 above this approach is indicative of the measures that will be taken to address similar issues occurring in other villages in the National Park.
Reeth, Swaledale, Yorkshire Dales National Park.

Background
Reeth is the main village in upper Swaledale in the Yorkshire Dales National Park. It has a number of local shops and cafes and the start point for many walks and mountain bike rides (both long and short). Situated approximately an hour's drive from Teesside and less than 30 minutes from the A1 it is a major tourist attraction during the summer months and a main stopping off point for people on day out drives in the northern Dales (see Figure 14).

Key Congestion Issues
Congestion in Reeth is seasonal being mainly confined to summer weekends. The Annual Average daily Traffic on the B6270 through Swaledale is 2200. On a typical summer Sunday this can rise to 3100. The volume of traffic passing through (and stopping) in Reeth results in congestion in the village.

Whilst there is a pay and display car park on the edge of the village there are a limited number of space parking places. Many drivers therefore use the free parking on the village green adjacent to the B6270. This exacerbates the congestion on the road and impact on the visual amenity of the village.

Strategy Measures
As with Malham in the Western Dales (see above) any action needs to be taken in partnership with the Yorkshire Dales National Park Authority

Proposals for Reeth are also at an early stage of development but measures are likely to consist of the following:

- Visitor Management – Working with the National Park Authority to seek better ways to manage visitors to the area and if appropriate to encourage visitors to visit at different times or if parking to go walking to start from a different point.
- Parking and Traffic Management – Co-ordination of on and off road parking management by the County Council and the National Park Authority including the imposition of parking restrictions on the highway. Investigation of traffic management measure to ease the flow of traffic on the B6270 through the village.
- Encouraging modal shift – Both locally through the promotion of local bus services and cycling to access the area and as part of the wider Transport and Sustainable Tourism initiatives including the continuing implementation of routes included in the Yorkshire Dale Cycle Plan.

As stated in section 5.3 above this approach is indicative of the measures that will be taken to address similar issues occurring in other villages in the National Park.
Hutton le Hole, North York Moors National Park

Background
The village of Hutton le Hole lies just within the southern boundary of the North York Moors National Park (see figure 15). It is an attractive Moors village with a large village green and home to the Ryedale Folk Museum. The village itself attract many visitors in the summer months. Additionally, the village lies on the road to Castleton in Esk Dale via Blakey Ridge. This is a high moor land road running south to north across the top of the North York Moors and a very popular route for leisure motorists.

KEY CONGESTION ISSUES
The combination of visitors searching for car parking, slow moving leisure traffic and high numbers of pedestrians leads to congestion around the village green during the summer months.

Although in absolute terms the levels of congestion are low and usually confined to summer weekends and Bank Holidays the impact of the traffic on the attractiveness of the village is significant. It is therefore necessary to manage the traffic to minimise its impact.

Strategy Measures
In keeping with the relatively low levels of congestion, and recognising the need to maintain the attractiveness of the village the approach to dealing with congestion will be similarly low key.

- Visitor Management – Working with the National Park Authority to seek better ways to manage visitors to the area and if appropriate to encourage visitors to visit at different times or even visit alternative attractions in the area.
- Parking and Traffic Management – A review of on and off road parking provision and management in Hutton le Hole including on road parking restrictions. Investigation of possible traffic management measure and signing to ease the flow of traffic through the village and into the car parking areas.
- Encouraging modal shift – Through the promotion of local bus services and cycling to access the area and as part of the wider Transport and Sustainable Tourism initiatives. This is likely to include the implementation of further sections of the North York Moors Cycle Plan, particularly routes linking to the A170 just to the south of the National Park.

As stated in section 5.3 above this approach is indicative of the measures that will be taken to address similar issues occurring in other villages in the National Park.
Whitby, North York Moors

Background
Whitby is a small east coast holiday resort entirely surrounded (though not within) the North York Moors National Park (see figure 16). The town has the typical English seaside tourist attractions (the beach, amusements, shops and cafes) as well as the harbour and historic old town and Whitby Abbey. It is also the eastern terminal point of the scenic Esk Valley Railway Community Rail Line which links to the heritage North York Moors Railway at nearby Grosmont. The town also provides services for local residents and a large rural hinterland, such as supermarket shopping, medical and dental facilities, a number of primary schools, two intermediate secondary schools, an upper school and a hospital.

The main roads into the town are the A171 which runs through the National Park from Teesside and Guisborough in the west, through Whitby and on to Scarborough and the A174 from East Cleveland.

Its proximity to Teesside attracts large numbers of summer visitors.

Key Congestion Issues
The Annual Average Daily Traffic (AADT) flows on the A171 between Whitby and Guisborough is approximately 13000 with flows on the A171 to Scarborough and A174 of 8000 and 5800 respectively. Peak daily traffic flows in the summer months are typically some 40% higher than the AADT.

This influx of summer traffic leads to congestion within the town and on the main roads leading into the town. The most significant congestion problems occur on the A171 from Guisborough which can experience slow moving traffic queues of in excess of 10 miles.

The main congestion problems within the town arise from vehicles looking for parking in the West Cliff, Marina and Church Street car parks which are often full during the summer peak leading to drivers searching for alternatives on residential streets and by constantly circulating around the roads adjacent to the harbour.

Strategy Measures
Although congestion occurs within Whitby as well as on the approaches to the town it is all related to holiday traffic and has therefore been included in the rural congestion section.

Measures to address the congestion issues were identified through the Whitby Traffic Management Strategy which was approved by the County Council in 2003. Implementation of these measures has started and will continue throughout the period of LTP2.

There are two main strands to the strategy to address congestion in the area. These are through traffic and car park management and through encouraging modal shift.

The main measures consist of the following:

1) Traffic and Car Park Management
   • Introduction of Variable Message Signs (VMS) directing visitors to the most appropriate car park with spaces available to minimise traffic searching for parking spaces.
   • Introduction of a Park and Ride sites on the A171 northern and southern approaches to Whitby. The first of these sites will be on the A171 from Guisborough (supported by the car park VMS) to minimise traffic entering Whitby and reduce delays to traffic approaching the town on the A171, and free the town centre for more pedestrian and cycle friendly initiatives.
   • Introduction of residents parking schemes in three areas of the town close to the tourist ‘hotspots’, and creation of on street pay and display parking in the west cliff area.
• Introduction of a decriminalised parking enforcement regime to ensure stricter controls on street thereby reducing abuse of traffic regulation orders designed to reduce impediments to safe vehicle movement.

2) Encourage Modal Shift
• Improved pedestrian and cycle routes to and within the town to encourage more walking and cycling by both local people and visitors
• Improved bus infrastructure (building on the provision of a Bus Station funded through LTP 1) to encourage more bus use.
• Supporting rail services into Whitby through our support for the Esk Valley Railway Development Company.

Additionally, as described in chapter 5 and Annex J of the LTP, the County Council have initiated a Transport and Sustainable Tourism Initiative which aims to promote tourism without traffic. This initiative will include measures aimed at tourism on the North York Moors and the east coast which will contribute towards managing the volume of car traffic travelling to Whitby. Whilst in the shorter term the impact on congestion may be limited in the longer term the initiative could make an important contribution.
Pickering

Background

The town of Pickering lies on the edge of the North York Moors National Park at the junction of the A169 and A170 (see figure 17). Both these roads are major holiday routes providing access to Flamingoland, 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. The town also provides local services for both residents of the area and visitors including a supermarket, local shops, a weekly market and schools.

Key Congestion Issues

Although the congestion occurs within the town of Pickering it has been included in the rural congestion section as much of the congestion is caused by traffic travelling through rather than within the town. Measures to address the issues are therefore likely to be similar to other rural congestion measures rather than the urban type interventions included in appendix 1.

Annual Average Daily Traffic (AADT) flows on the A170 and A169 are 9900 and 11300 respectively. Peak daily traffic flows in the summer months are typically some 33% higher than the AADT. A large proportion of this traffic is through traffic on the A170 heading to the east coast holiday resort of Scarborough, and on the A169 heading to the resort of Whitby.
Congestion in Pickering largely results from a single traffic signal controlled staggered junction between the A170, Vivis Lane and The Ropery. The Ropery provides the main access to the town centre, Pickering Castle and the North York Moors Railway. Due to the staggered nature of this junction there is a need for a third vehicle stage in the cycle and long inter-green periods leading to a large lost time for each cycle.

To the east of the traffic signal controlled junction but relatively close to it is the A170/ A169 junction which is a roundabout. Delay to traffic negotiating this roundabout, and the proximity to the traffic signal junction at The Ropery also causes some traffic congestion in the summer months, though to a lesser extent than the traffic signals. The junctions are however close enough that junction interaction occurs. In addressing congestion problems it will therefore be necessary to consider these junctions together, but in particular find ways of achieving a more efficient arrangement for the traffic signal junction.

The combine impact of these junctions on the summer traffic flows regularly leads to queues on the A170 of in excess of over 2 km with queues on the A169 of around a kilometre. The characteristics of the tourist traffic using these roads means that these queues are not limited to peak hours but often occur throughout the day.

**Strategy Measures**

As stated above the main congestion issue in Pickering results from large volumes of through traffic being delayed at a signal controlled junction. It follows that the key means of addressing this congestion will be to ease the flow of traffic through this junction. In the short term the Council is intending to adjust vehicle detection and signal timing at this junction to ease traffic flow on the A170. The County Council is currently in discussions with the District Council which is seeking potential developers of a brown field development site (identified in the Pickering 2020 Vision community plan) adjacent to this junction. These discussions are investigating the longer term possibility of re-aligning Vivis Lane which would remove the stagger from the junction allowing the removal of a vehicle stage resulting in increased capacity at the junction, whilst at the same time reducing the wait for pedestrians using the pedestrian stage in the cycle.

In support of the proposals for the junction improvements, through the Pickering Traffic Management Strategy, the County Council has developed a number of proposals aimed at managing traffic and encouraging modal shift. These will be implemented over the next few years and include the following:

- Enhanced pedestrian and cycling route to encourage local people to walk and cycle more.
- Improvements to bus stops and information to encourage more public transport use.
- Further investigate the longer term potential for the re-opening of the Malton to Pickering Railway line which would provide a direct link between the National Rail network at Malton and the North York Moors Railway.
- Introducing residents parking schemes in a number of area close to the town centre.

Additionally, as described in chapter 5 and Annex J of the LTP, the County Council have initiated a Transport and Sustainable Tourism Initiative which aims to promote tourism without traffic. This initiative will include measure aimed at tourism on the North York Moors and the east coast which will contribute towards managing the volume of traffic on both the A169 and A170. Whilst in the shorter term the impact on congestion in Pickering will be limited in the longer term the initiative could make an important contribution.
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Cross Boundary Commuting Action Plan

I. Introduction & Background

North Yorkshire is not an island. Many North Yorkshire residents travel into adjacent authorities to access employment. Almost 26% of all journeys to work trips originating in North Yorkshire are to destinations outside the County. The highest volumes are from Selby where 66% of all journey to work trips are cross boundary.

Summary of Cross Boundary Travel

<table>
<thead>
<tr>
<th>Origin</th>
<th>Total work trips</th>
<th>Total cross boundary commuting</th>
<th>% of total trips which are cross boundary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Craven</td>
<td>24139</td>
<td>8051</td>
<td>33.35</td>
</tr>
<tr>
<td>Hambleton</td>
<td>75809</td>
<td>10315</td>
<td>13.61</td>
</tr>
<tr>
<td>Harrogate</td>
<td>41911</td>
<td>16166</td>
<td>38.57</td>
</tr>
<tr>
<td>Richmondshire</td>
<td>37823</td>
<td>4313</td>
<td>11.40</td>
</tr>
<tr>
<td>Ryedale</td>
<td>24165</td>
<td>3761</td>
<td>15.56</td>
</tr>
<tr>
<td>Scarborough</td>
<td>44948</td>
<td>4086</td>
<td>9.10</td>
</tr>
<tr>
<td>Selby</td>
<td>25744</td>
<td>17068</td>
<td>66.30</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>229591</strong></td>
<td><strong>59674</strong></td>
<td><strong>25.99</strong></td>
</tr>
</tbody>
</table>

This level of commuting raises problems and challenges for us to work with other authorities to resolve. Most cross boundary commuting is by car – only about 9% of trips are made by public transport. This means that traffic leaving North Yorkshire becomes congestion in the adjacent urban areas, mainly Leeds and York. In order to help tackle the congestion problem we need to achieve a modal shift from car to public transport.

Percentage of Cross Boundary commuting Trips made by Public Transport

<table>
<thead>
<tr>
<th>Origin</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Craven</td>
<td>11.43</td>
</tr>
<tr>
<td>Hambleton</td>
<td>4.34</td>
</tr>
<tr>
<td>Harrogate</td>
<td>9.67</td>
</tr>
<tr>
<td>Richmondshire</td>
<td>4.35</td>
</tr>
<tr>
<td>Ryedale</td>
<td>8.63</td>
</tr>
<tr>
<td>Scarborough</td>
<td>2.86</td>
</tr>
<tr>
<td>Selby</td>
<td>11.23</td>
</tr>
</tbody>
</table>

Primary Destinations

<table>
<thead>
<tr>
<th>Destination</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leeds</td>
<td>18033</td>
</tr>
<tr>
<td>York</td>
<td>11059</td>
</tr>
<tr>
<td>Bradford</td>
<td>5611</td>
</tr>
<tr>
<td>Wakefield</td>
<td>3153</td>
</tr>
<tr>
<td>Middlesbrough</td>
<td>2314</td>
</tr>
<tr>
<td>Darlington</td>
<td>2249</td>
</tr>
<tr>
<td>Stockton-on-Tees</td>
<td>2233</td>
</tr>
<tr>
<td>East Riding of Yorkshire</td>
<td>2222</td>
</tr>
<tr>
<td>Redcar and Cleveland</td>
<td>1969</td>
</tr>
</tbody>
</table>

The regional spatial strategy for Yorkshire and the Humber is currently the subject of consultation. The detailed proposals for housing and employment allocations would tend to indicate that the trend for cross boundary commuting will increase over the next five years.

Similarly, the Northern Way growth strategy envisages the development of significant economic growth for the Leeds City region to ensure that the area competes with the more prosperous south east regions. It is likely that additional cross boundary commuting will be an essential part of achieving that growth. The projected passenger growth at Leeds Bradford International airport from 4 million passengers to 7 million passengers each year will further contribute to the volume of cross boundary travel. The council has already introduced a bus service between Harrogate and the airport as a means of reducing car trips along the A658.

Inflow from top 5 Origins

<table>
<thead>
<tr>
<th>Origin</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>York</td>
<td>6591</td>
</tr>
<tr>
<td>Leeds</td>
<td>6248</td>
</tr>
<tr>
<td>Bradford</td>
<td>4406</td>
</tr>
<tr>
<td>East Riding of Yorkshire</td>
<td>4203</td>
</tr>
<tr>
<td>Wakefield</td>
<td>3144</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>24592</strong></td>
</tr>
</tbody>
</table>

The number of people commuting into North Yorkshire is less than those commuting away from the County with about 25,000 movements from the five primary origins. A more detailed analysis shows that Selby and Harrogate have the largest volume of inbound cross boundary commuters. Overall less than 1% of inbound commuters use public transport.
Local Development Frameworks

The Council is currently working with the seven district councils to support their development of Local Development Frameworks and local housing strategies (see Chapter 9). Through this work we will ensure that the allocation of housing development in key cross boundary commuting areas will be designed to limit reliance on car trips.

Joint Working

Through the Harrogate Line Strategy we have developed joint working arrangements with WYPTE and City of York Council address cross boundary commuting issues. We plan to extend these working arrangements to encompass the other key cross boundary corridors identified in the corridor action plan.

Detailed analysis of Primary destinations

<table>
<thead>
<tr>
<th>Destination</th>
<th>Craven</th>
<th>Hambleton</th>
<th>Harrogate</th>
<th>Richmond/ryedale</th>
<th>Scarborough</th>
<th>Selby</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leeds</td>
<td>943</td>
<td>692</td>
<td>9522</td>
<td>151</td>
<td>279</td>
<td>234</td>
<td>18033</td>
</tr>
<tr>
<td>York</td>
<td>2327</td>
<td>1615</td>
<td>111</td>
<td>2271</td>
<td>418</td>
<td>4317</td>
<td>11059</td>
</tr>
<tr>
<td>Bradford</td>
<td>3993</td>
<td>1329</td>
<td></td>
<td></td>
<td></td>
<td>289</td>
<td>5611</td>
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<tr>
<td>Wakefield</td>
<td>393</td>
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<td></td>
<td></td>
<td>2760</td>
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</tr>
<tr>
<td>Middlesbrough</td>
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<td></td>
<td></td>
<td>224</td>
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</tr>
<tr>
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<td></td>
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<tr>
<td>Stockton-on-Tees</td>
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<td>100</td>
<td>355</td>
<td>139</td>
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<tr>
<td>Redcar and Cleveland</td>
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<td>81</td>
<td></td>
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<td><strong>Grand Total</strong></td>
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Detailed analysis of Primary origins

<table>
<thead>
<tr>
<th>Destination</th>
<th>Craven</th>
<th>Hambleton</th>
<th>Harrogate</th>
<th>Richmond/ryedale</th>
<th>Scarborough</th>
<th>Selby</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
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<td>York</td>
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<td>1595</td>
<td>61</td>
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<td>1690</td>
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<tr>
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<tr>
<td>East Riding of Yorkshire</td>
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<td>227</td>
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<td>1142</td>
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<td>Redcar and Cleveland</td>
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<td>759</td>
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<td>5</td>
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<tr>
<td>Pendle</td>
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<td>38</td>
<td>3</td>
<td>6</td>
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<tr>
<td>Doncaster</td>
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<td>143</td>
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<td>60</td>
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<td>9</td>
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<tr>
<td><strong>Grand Total</strong></td>
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<td><strong>6096</strong></td>
<td><strong>7262</strong></td>
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<td><strong>2976</strong></td>
<td><strong>1967</strong></td>
<td><strong>9170</strong></td>
</tr>
</tbody>
</table>

2. Action Plan

The following four primary outbound flows have been used as the basis of a cross boundary commuting action plan.

Harrogate – Leeds 9522
Selby – Leeds 6212
Selby – York 4317
Craven - Bradford 3993

The other outbound destinations have significantly lower volumes and individual action plans will be developed as part of the Service Centre Transport Strategy for each area.
<table>
<thead>
<tr>
<th>Cross Boundary Corridor</th>
<th>Total out flow</th>
<th>% public transport</th>
<th>Current actions / initiatives</th>
<th>Existing public transport services</th>
<th>Opportunities for Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Selby – Leeds</td>
<td>6212</td>
<td>12</td>
<td>Infrastructure improvements on the Selby – Leeds bus corridor.</td>
<td>Bus Service: High quality low floor easy access buses; frequency every 30 minutes. Train service: Every 30 minutes with additional peak hour trains.</td>
<td><strong>Bus Service</strong>: introduce real time at key stops and SMS for all stops. Development of Punctuality Improvement Plans. <strong>Rail Service</strong>: Detailed consideration of GNERs Micklefield project and the potential for that to contribute to reduced car usage. Review the opportunities to increase capacity and improve the quality of rolling stock, review parking and security and access at Selby Station. Opportunity to develop improved bus/rail interchange at Selby Station.</td>
</tr>
<tr>
<td>Cross Boundary Corridor</td>
<td>Total out flow</td>
<td>% public transport</td>
<td>Current actions / initiatives</td>
<td>Existing public transport services</td>
<td>Opportunities for Development</td>
</tr>
<tr>
<td>-------------------------</td>
<td>----------------</td>
<td>--------------------</td>
<td>------------------------------</td>
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<td>-------------------------------</td>
</tr>
<tr>
<td>Selby - York</td>
<td>4317</td>
<td>18</td>
<td>Infrastructure improvements on the Selby - York Bus Corridor.</td>
<td>Bus Service: Mostly modern low floor easy access buses; frequency - every 20 minutes Train Service: hourly</td>
<td>Bus Service: introduce real time at key stops and SMS for all stops. Development of Punctuality Improvement Plans and introduce bus priority measures. <strong>Rail Service:</strong> Review the opportunities to increase capacity and improve the quality of rolling stock, review parking and security and access at Selby Station. Opportunity to develop improved bus/rail interchange at Selby Station. Review the opportunities for feeder bus services into Selby Station.</td>
</tr>
<tr>
<td>Craven - Bradford</td>
<td>3993</td>
<td>11</td>
<td>We provide a Station Link feeder service between South Craven and Steeton Station which links with trains to / from Bradford. WYPTE MetroCard holders travel free.</td>
<td>Bus Service: High quality low floor easy access buses; frequency - every 30 minutes Train service: every 15 minutes to Keighley 30 minutes to Bradford City and 30 minutes to Leeds</td>
<td>Bus Service: introduce real time at key stops and SMS for all stops. Development of Punctuality Improvement Plans. <strong>Rail Service:</strong> Review the demand for additional bus feeder services at Skipton and Steeton Stations, develop through ticketing initiatives, review car parking security and access at Skipton Station.</td>
</tr>
</tbody>
</table>
North Yorkshire County Council
Local Transport Plan 2006-2011

We can provide this document in alternative formats on requests.

Please contact:
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North Yorkshire County Council Council
County Hall
Northallerton
North Yorkshire
DL7 8AH