Delivery Report
Local Transport Plan (2001-2006)
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Foreword

This Delivery Report has been prepared by the County Council to inform Government of how the delivery of our first Local Transport Plan (LTP 1) has brought about benefits to residents, businesses and visitors to North Yorkshire. The report covers the five year period of LTP 1 from April 2001 to March 2006 and builds on the four Annual Progress Reports submitted to the Government since July 2001.

The County Council published its first Local Transport Plan in July 2000. This set out the contribution which transport would make towards meeting the County Council’s wider corporate priorities. The Plan therefore adopted five aims which were based on the corporate priorities. The five aims adopted were:

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

This report demonstrates how the implementation of LTP 1 policies and strategies have achieved these aims and hence contributed to the wider corporate priorities.

The Delivery Report also includes details of how the County Council has successfully met the new challenges and new opportunities that have arisen since it was published in July 2000.

Finally, the report sets out how we have built on the lessons learned from LTP 1 and how our successes will be taken forward into the delivery of our second LTP.

County Councillor P.G. Sowray
Executive Member for Business Environmental Services
Section 1 Introduction and Background

1.0 North Yorkshire Local Transport Plan 2001-2006 Delivery Report

This document is the Delivery Report for the first North Yorkshire Local Transport Plan 2001-2006 (LTP 1) and has been produced in accordance with Government guidance.

1.0.1 The Report gives details of what has been achieved to improve local transport through the implementation of LTP 1 by the investment of both capital and revenue funding by the County Council.

1.1 Report Structure

The structure of this report broadly reflects that described in the Government guidance and example Delivery Report.

1.1.1 Section 1 of this report gives details of the background to its production, the geography, population, local government structure of North Yorkshire. It also provides a brief summary of the main aims and strategies included in LTP 1.

1.1.2 Section 2 reports on the IMPACT the implementation of the LTP has had on transport and related matters in North Yorkshire.

1.1.3 Section 3 gives examples of how this impact has contributed positively to the WIDER POLICY OBJECTIVES for North Yorkshire.

1.1.4 Section 4 comprises of PROFORMA A which provides details of progress made against the LTP 1 Core Indicators together with a brief commentary on these.

1.1.5 Section 5 comprises of PROFORMA B which gives examples of what has been achieved by LTP 1 through the implementation of specific themes or strategies.

1.1.6 In order to produce a concise report for a county of the size and diversity of North Yorkshire, it has been necessary to include some additional information and detail in a series of appendices.

1.2 Geography

1.2.1 Figure 1.1 shows North Yorkshire in its national and regional context. North Yorkshire is England’s largest County with an area of approximately 8,285 square kilometres. It is essentially a rural County, set between the urban areas of West Yorkshire to the south and Teesside to the north.
Figure 1.1
1.2.2 The County is bounded to the east by a coast line of approximately 76km and has two ports (Scarborough and Whitby). There are two National Parks within the County (North York Moors and Yorkshire Dales) and three Areas of Outstanding Natural Beauty (AONB) (Howardian Hills, Nidderdale and parts of the Forest of Bowland).

1.2.3 North Yorkshire is generally well served by transport links. The main trunk roads include the A1, which provides a major north-south route through North Yorkshire, the A168/A19 linking the A1 to Teesside, the A64 linking Leeds and the A1 to the east coast at Scarborough, the A66 Trans-Pennine route, the A629/A65 linking West Yorkshire to Cumbria and a short section of the M62 in the south of the County.

1.2.4 There are over 400km of rail routes (including the East Coast Main Line and Trans-Pennine route) and 46 railway stations in the County.

1.2.5 The County Council is the highway and transport authority for non trunk roads in the County and has responsibility for almost 800km of principal roads, 8,500km of non principal roads and nearly 2000 highway bridges.

1.2.6 Using this highway network there are approximately 20 million km of commercial and contracted bus services annually. There are nine main bus stations and around 4,700 bus stops.

1.2.7 Figure 1.2 shows the main transport infrastructure in the County.
1.3 Population

1.3.1 North Yorkshire has a population of around 580,000. Although 62% (approximately) of these people live in towns there are only two settlements with sizeable populations; Harrogate/Knaresborough at 88,000 and Scarborough at 49,000.

1.3.2 Figure 1.3 shows the main communities in North Yorkshire and their approximate populations.

1.3.3 Almost 25% of the population of the County is over the age of 60 years compared to the national average of about 20%.

Figure 1.3
1.4 Local Government Structure

1.4.1 North Yorkshire has a two tier system of Local Government comprising of a County Council and seven District Councils. Additionally, the two National Park Authorities have a number of specific responsibilities some of which are normally performed by the District or County Councils. Figure 1.4 shows the administrative boundaries of the District Councils and National Park Authorities in North Yorkshire.

Figure 1.4
1.4.2 Table 1.1 below sets out the main transport related functions for each tier of local government in North Yorkshire.

1.4.3 In order to ensure, as far as possible, that the public receive a seamless delivery of these services all the local authorities have worked together throughout the development and implementation of LTP 1.

<table>
<thead>
<tr>
<th>Function</th>
<th>County Council</th>
<th>District Council</th>
<th>National Park Authority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Authority</td>
<td>•</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transport Planning</td>
<td>•</td>
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<tr>
<td>Local Transport Authority</td>
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</tr>
<tr>
<td>Community Transport</td>
<td>•</td>
<td></td>
<td></td>
</tr>
<tr>
<td>On Street Car Parking</td>
<td>•</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rights of Way</td>
<td>•</td>
<td></td>
<td></td>
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<tr>
<td>Home to School Transport</td>
<td>•</td>
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<td>Social Services Transport</td>
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<tr>
<td>Economic Development</td>
<td>•</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Development Planning (Local Plans and preparation of the Local Development Frameworks)</td>
<td>•</td>
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<tr>
<td>Development Control</td>
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<tr>
<td>Leisure and Tourism</td>
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<td>Concessionary Fares</td>
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</tr>
<tr>
<td>Off Street Car parking</td>
<td>•</td>
<td></td>
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</tr>
</tbody>
</table>

Table 1.1 Transport Related Function of Local Government
Local Transport Plan 2001-2006 (LTP 1)

1.5 An Integrated Transport Strategy

1.5.1 The first North Yorkshire Local Transport Plan 2001-2006 was submitted to Government in July 2000. In response to the Government’s 1998 White Paper ‘A New Deal for Transport: Better for Everyone’, the Plan sought to develop a better, more integrated transport system for North Yorkshire based on less congestion, less pollution, more transport choice and less dependency on the car.

1.5.2 Public Engagement

Throughout the development and implementation of the LTP public engagement and consultation was a key factor in determining actions and priorities. In developing LTP 1 the Council consulted all 591 town and parish council meetings in North Yorkshire, over 100 stakeholder groups and a representative sample of householders in North Yorkshire. Full details of this consultation are included in Appendix 3 to the LTP.

1.5.3 The results of this consultation were used to identify and prioritise the key transport issues facing the County and the strategies for dealing with these issues. These results fed into the development of our LTP Aims, Objectives, Policies, Strategies and Targets. As a result of this extensive early consultation the Council were able to implement in the first years of LTP 1, the types of schemes and initiatives which had public support and were therefore successful in addressing local issues. This was a key factor which allowed us to achieve some of our targets ahead of trajectory and subsequently set more stretching targets.

1.5.4 Additionally, during 2002 the Council carried out a mid term ‘health check’ public engagement. This consisted of:

- An article in the County Councils North Yorkshire Reporter free magazine which is delivered to every household in the County;
- A stakeholder forum; and
- Consultation forums with all seven district councils, both National Park Authorities and 13 adjoining transport authorities.

1.5.5 The LTP did not stand in isolation but was developed and implemented in the context of wider National, Regional and Local Policies and Strategies. Figure 1.5 shows the context of LTP 1.
International and National Policies and Strategies
- Transport White Paper
- From Workhorse to Thoroughbred
- Planning Policy Guidance Notes
- EU Legislation
- Transport Act 2000

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

Related Policies with Transport Impacts
- Local Agenda 21
- Home to School Transport Policy
- Economic/Development Strategy
- Country Structure Plan
- District Wide Local Plans
- Social Inclusion Strategy

Local Strategies (supporting LTP)
- Walking
- Cycling
- Strategy for People with Disabilities
- Travel Awareness
- Bus Strategy
- Public Transport Information
- Road Safety

Related Policies with Transport Impacts
- Air Quality Management Plans
- Health Improvement Plans
- Disability Discrimination Act

Figure 1.5
1.5.6 The Government’s introduction of LTPs enabled a step change in transport planning both nationally and for the County Council. The increased levels of funding and the five year indicative allocations allowed the Council to make longer term transport planning decisions than under the previous annual Transport Policies and Planning regime. This in turn allowed greater alignment of transport policy with other corporate policies.

1.5.7 At the time of preparation of the first LTP, the Council had adopted six corporate Strategic Priorities. These were:

i. Promote a successful North Yorkshire economy and infrastructure
ii. Raise standards of education throughout life
iii. Promote safe, healthy and sustainable communities
iv. Reduce disadvantage and help people in need
v. Improve how we work and communicate with people locally
vi. Ensure a future capacity to provide quality services which people want.

1.5.8 The Vision, Aims and Objectives of the LTP (see Section 1.5.13) were derived from these corporate priorities. The LTP set out the strategies and policies which would ensure that individual schemes and initiatives contributed to its Aims and Objectives, and hence the corporate priorities.

1.5.9 Strategic planning is a dynamic process. During 2004 the Council revised its Council Plan for the period 2005 to 2008. This included seven new key objectives. These are:

i. Security for all
ii. Growing up prepared for the future
iii. Independence
iv. Keeping us on the move
v. Strengthening our economy
vi. Looking after our heritage and our environment
vii. Keeping in touch.

1.5.10 The adoption of these new objectives both influenced and were influenced by the LTP. For example, the increasing emphasis on sustainable communities strengthened our commitment to Traffic Management Strategies and reduced the importance of Key Policy Areas. Equally the success of our Traffic Management Strategies was an influence on the community approach to delivering more of the County Council services that is now incorporated in the Council Plan.

1.5.11 LTP Vision, Aims and Objectives

1.5.12 As stated above, the LTP adopted a Vision, five key Aims and seven Objectives derived from the corporate Strategic priorities.

1.5.13 Vision:

A sustainable transport system which will not only meet the social and economic needs of local communities but also safeguard the environment

Aims:

- Promoting Economic Prosperity
- Improving Community Life
- Improving Safety
- Protecting and Enhancing the Environment
- Promoting Social Equality and Opportunity

Objectives:

- To promote social equality by providing genuine choices of travel mode which meet the travel needs of the socially and physically disadvantaged
- To limit traffic growth by reducing the need to travel and develop alternative non-car travel modes
- To provide a safe, efficient and well maintained highway network as part of an integrated transport strategy
- To minimise the adverse impact of traffic on the environment, particularly with regard to noise and air pollution
1.5.14 Key Issues

1.5.15 The aims and objectives are intended to address a number of local, regional, national and international issues. Brief details of the Key Issues for LTP 1 are given below.

1.5.16 Accessibility – North Yorkshire is a large, often sparsely populated rural County. As a result, public transport is difficult and costly to provide. In many rural areas the use of a private car is an essential pre-requisite for mobility for many people. This lack of transport choice leads to social exclusion for people who do not have access to private transport whether through age, income, disability or other reasons. The first LTP therefore included strategies and initiatives to address this social exclusion in rural areas. Initially this was through the provision of better transport choices (public transport, community transport, facilities for cycling and pedestrians). Increasingly towards the later years of LTP 1 transport choice and provision was supplemented by innovative initiatives to change the way in which services were delivered by taking the services to the people rather than vice versa.

1.5.17 Road Safety – Although the County Council had a good record on casualty reduction at the start of the LTP period there were still approximately 4000 road accident casualties per year in North Yorkshire. The personal, social and economic impacts of these accidents are very significant. Casualty reduction was therefore seen as a priority throughout the implementation of the first LTP and remains so for LTP 2.

1.5.18 Environment – Whilst not experiencing the widespread traffic congestion seen in many urban areas, the environment and quality of life for residents of North Yorkshire is adversely affected by traffic. This is not confined to the noise, air quality and other impacts of high urban traffic flows. The impact of traffic in rural areas is also significant. Rural community life is frequently disrupted by large volumes of through traffic including heavy goods vehicles, often travelling at high speed. LTP 1 included strategies to limit this traffic in both urban and rural areas either through reducing the demand to travel or by promoting modal shift to more sustainable options. The LTP also included measures to manage this traffic to reduce its impact on communities.

1.5.19 Highway Maintenance – The County Council is responsible for the maintenance of over 9,000km of road, approximately 4,000 km of footway and 2,000 structures. This highway network is the infrastructure for most travel in the County whether by public transport, private car, cycling or walking. Maintaining, and where possible improving, the quality of this network with financial resources available was a key issue facing the Council throughout the period of the first LTP.

1.5.20 In addition to these four Key Issues, the first LTP also aimed to address a range of other priorities which, whilst not necessarily less important are less directly influenced by transport and travel. These include matters such as the economy of the County, contributing to greenhouse gas reductions, community health and sustainability. Full details of these can be found in Chapter 1 of the first LTP.
1.5.21 **LTP Strategy**

1.5.22 To achieve the Plan Aims and Objectives and hence contribute towards the wider policy aims, five inter-related strategy measures were adopted:

- Innovation in public transport provision;
- Improved provision for cyclists and pedestrians;
- Improved facilities for people with impaired mobility;
- Implementation of demand management measures; and
- Highway network management and maintenance.

Full details are included in Chapter 3 of LTP 1.

1.5.23 **Targets**

1.5.24 In order to monitor progress towards achieving the LTP Aims and Objectives, the Council set a number of performance indicators and targets including core targets specified by the DfT. Full details of these were included in Appendix 1 of the LTP. Progress against the performance indicators is discussed in Section 5.

1.6 **Annual Progress Reports**

1.6.1 Following adoption of LTP 1, the County Council has produced five Annual Progress Reports (APR) which informed Government on a yearly basis of progress on the delivery and targets set in LTP 1. Based on each of these APRs, the Council’s progress on delivery was assessed by the DfT and awarded a score. Figure 1.6 below shows the scores awarded each year. The County Council has demonstrated a high performance in delivery of the LTP 1 and this was reflected in the awarding of additional performance funding and increased Integrated Transport Block allocations, shown in Table 1.2 below:

![Figure 1.6 DfT Score](image-url)
<table>
<thead>
<tr>
<th>Year</th>
<th>Integrated Transport Block (£m)</th>
<th>Capital Maintenance (£m)</th>
<th>Total (£m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001/02</td>
<td>7.5</td>
<td>13.449</td>
<td>20.949</td>
</tr>
<tr>
<td>2002/03</td>
<td>8.5</td>
<td>14.361</td>
<td>22.861</td>
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<tr>
<td>2003/04</td>
<td>10.2*</td>
<td>16.250</td>
<td>26.450</td>
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<tr>
<td>2004/05</td>
<td>10.2**</td>
<td>18.447</td>
<td>28.647</td>
</tr>
<tr>
<td>2005/06</td>
<td>8.2</td>
<td>21.452</td>
<td>29.652</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>44.6</strong></td>
<td><strong>83.959</strong></td>
<td><strong>128.559</strong></td>
</tr>
</tbody>
</table>

* Includes an additional £2.1m in performance funding and £0.12m to progress the National Cycle Network in North Yorkshire

** Includes an additional £2.1m in performance funding

Table 1.2 - IT Block and Capital Maintenance Allocations
Section 2 Impact Of The Plan

2.0 Introduction

2.0.1 This Section considers the **Impact** the Local Transport Plan has had on North Yorkshire and its residents and visitors. The DfT Guidance posed five general questions in relation to this impact. These are as follows:

- What difference had the first LTP made locally?
- What are the key achievements of the first LTP?
- Have the key aims and objectives of the plan been achieved?
- What has worked well and might be repeated and what might be done differently in hindsight?
- What foundations for the longer term have been put in place during the first LTP period?

The following sections address each of these questions individually. The sections relating to the difference and achievements of the first LTP report on a thematic basis. The remaining three sections adopt a wider strategic approach. A more detailed description of progress over the last five years for each theme is included in the relevant appendices.

2.0.2 Prior to 2000, the Transport Policies and Programmes system afforded little opportunity for long term planning, integration and strategy development. The introduction of the Local Transport Plan heralded a new approach to strategic transport planning, accompanied by significant increases in available funding. The Council has made the most of the opportunities this has provided.

2.0.3 This section describes the positive outcomes that have been achieved through the progress made in restraining traffic growth, the strides made in casualty reduction and improving road safety and the differences which have resulted from the innovative and challenging approach that we have taken in our Travel Awareness Strategy. It also describes the way in which the LTP has improved modal shift and widened travel choice through the development of the town centre traffic management strategies and improvements to public transport.

2.0.4 As previously described, the high performance of the Council was recognised by the Department for Transport which resulted in increasing levels of funding for Integrated Transport Schemes amounting to £4.2m. Table 2.1 illustrates the level of spend against each element of strategy, with Figure 2.1 indicating the number and locations of schemes implemented through the capital programme since 2001.

2.0.5 The Citizens Panel results provide tangible evidence that the improvements we have made have been recognised by the citizens of North Yorkshire (see ‘Foundations’ below). However, the Council is not complacent. We recognise that further improvements need to be made to ensure that we continue to meet the needs of the communities that we serve.
<table>
<thead>
<tr>
<th>Expenditure Table</th>
<th>2001/02 £'000</th>
<th>2002/03 £'000</th>
<th>2003/04 £'000</th>
<th>2004/05 £'000</th>
<th>2005/06 £'000</th>
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<tr>
<td>Public Transport</td>
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<td>3,229</td>
<td>1,970</td>
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<td>Local Safety Schemes</td>
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<td>Traffic Management *</td>
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<td>Pedestrian Facilities &amp; Walking</td>
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<td>Cycling Studies</td>
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<td>573</td>
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<td>967</td>
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<td>Freight</td>
<td>66</td>
<td>82</td>
<td>55</td>
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<tr>
<td>Major Schemes</td>
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<td>-</td>
<td>-</td>
<td>93</td>
<td>77</td>
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<tr>
<td>Road over Rail Schemes</td>
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<td>558</td>
<td>328</td>
<td>5</td>
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<tr>
<td><strong>Sub-Total Integrated Transport</strong></td>
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<td><strong>10,021</strong></td>
<td><strong>9,948</strong></td>
<td><strong>9,121</strong></td>
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<th>2003/04 £'000</th>
<th>2004/05 £'000</th>
<th>2005/06 £'000</th>
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<td>Principal</td>
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<td>2,739</td>
<td>4,364</td>
<td>4,631</td>
<td>3,304</td>
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<tr>
<td>Non Principal</td>
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<td>7,611</td>
<td>8,423</td>
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<tr>
<td>Bridges</td>
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<td>4,325</td>
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<td>4,463</td>
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<tr>
<td><strong>Sub-Total Maintenance</strong></td>
<td><strong>11,927</strong></td>
<td><strong>15,289</strong></td>
<td><strong>17,112</strong></td>
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<td><strong>22,699</strong></td>
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<th>Total Integrated Transport / Maintenance</th>
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<th>2002/03 £'000</th>
<th>2003/04 £'000</th>
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<tr>
<td><strong>18,090</strong></td>
<td><strong>26,853</strong></td>
<td><strong>27,133</strong></td>
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<td><strong>31,820</strong></td>
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<td><strong>Sub-Total Other</strong></td>
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<th>Grand Total Local Transport Plan</th>
<th>2001/02 £'000</th>
<th>2002/03 £'000</th>
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<th>2005/06 £'000</th>
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<td><strong>18,090</strong></td>
<td><strong>26,853</strong></td>
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<td><strong>28,155</strong></td>
<td><strong>33,133</strong></td>
<td></td>
</tr>
</tbody>
</table>

* Includes expenditure on schemes identified by the Traffic Management Strategies. These include pedestrians, cycling and public transport schemes.
2.0.6 Table 2.1 shows that over the five year period of the first LTP County Council capital budgets spent a total of £133.4 million. This was 3.7% above our LTP allocation of £128.6 million. This extra spending has been funded from other County Council capital. In addition to these County Council capital allocations we were also successful in securing other capital funding sources to contribute towards improving transport. There are also many examples of where we have secured third party funding. These range from a £1.2m Heritage Lottery Fund contribution towards Ripon Market Place refurbishment to contributions of a few hundred pounds towards new footways from local parish councils.

2.0.7 The Council also used revenue funding to help achieve the LTP aims. This ranged from the £113 million revenue maintenance budget and the £13 million support for local bus services to £3 million revenue funding of road safety activities.

2.0.8 Full details of third other capital sources and revenue funding are included in the relevant themed sections and appendices with examples of some of the main sources identified in Tables 2.2 and 2.3 respectively.
<table>
<thead>
<tr>
<th>Scheme</th>
<th>Total Cost</th>
<th>Details</th>
<th>Value of Contribution</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Capital</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ripon City Centre Refurbishment</td>
<td>£2.2.75m</td>
<td>Successful bid to Heritage Lottery Fund</td>
<td>£1.67m</td>
</tr>
<tr>
<td>Harrogate Borough Council contribution</td>
<td>£0.21m</td>
<td>Purchase of bus station site by Harrogate &amp; District Travel at £1.8m and contribution towards refurbishment costs</td>
<td></td>
</tr>
<tr>
<td>Castle Howard Obelisk - Roundabout</td>
<td>£125k</td>
<td>Contribution by English Heritage towards the construction of a new roundabout on the approach to Castle Howard.</td>
<td>£75k</td>
</tr>
<tr>
<td>Catterick Garrison Cycle Routes</td>
<td>£1m</td>
<td>Construction of cycle routes within Catterick Garrison by the Ministry of Defence</td>
<td>£1m</td>
</tr>
<tr>
<td>Pennine Cycleway</td>
<td>£24k</td>
<td>SUSTRANS</td>
<td>£10k</td>
</tr>
<tr>
<td>On Street Parking Surplus</td>
<td>n/a</td>
<td>Surplus from on street car parking charges in Harrogate and Scarborough</td>
<td>£1.71m</td>
</tr>
<tr>
<td>Dragon Bridge, Harrogate</td>
<td>£0.51m</td>
<td>Contribution by Network Rail towards the reconstruction of a foot / cycle bridge over the railway.</td>
<td>£50k</td>
</tr>
<tr>
<td>Pedestrian Facilities, Skipton</td>
<td>£46k</td>
<td>Contribution from the Skipton Building Society towards footway improvements and a Puffin crossing on The Bailey near to their head office in Skipton</td>
<td>£44k</td>
</tr>
<tr>
<td>Brayton School Safety Zone</td>
<td>£50k</td>
<td>Contribution from Brayton Parish Council</td>
<td>£9k</td>
</tr>
<tr>
<td><strong>Revenue</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>School Travel Bursary</td>
<td>£350k</td>
<td>Successful bid for funding from the Dept. for Education and Employment for assisting in the preparation of School Travel Plans</td>
<td>£314k</td>
</tr>
<tr>
<td>Road Safety Education Funding</td>
<td>£1.7m</td>
<td>LPSA</td>
<td>£0.2m</td>
</tr>
<tr>
<td>Rural Bus Challenge</td>
<td>£3.5m</td>
<td>Successful Rural Bus Challenge bid for 12 schemes</td>
<td>£3.5m</td>
</tr>
<tr>
<td>Harrogate to Leeds / Bradford Airport Bus Services</td>
<td>£330k</td>
<td>Leeds Bradford International Airport Contribution Yorkshire Forward Contribution</td>
<td>£80k £50k</td>
</tr>
</tbody>
</table>

Table 2.2 Third Party Funding Examples
<table>
<thead>
<tr>
<th>Service Area</th>
<th>2001/02</th>
<th>2002/03</th>
<th>2003/04</th>
<th>2004/05</th>
<th>2005/06</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Maintenance</td>
<td>19,891.5</td>
<td>22,211.3</td>
<td>22,808.4</td>
<td>23,185.9</td>
<td>25,192.1</td>
<td>113,289.2</td>
</tr>
<tr>
<td>Network Management</td>
<td>498.4</td>
<td>727.1</td>
<td>825.6</td>
<td>221.9</td>
<td>228.6</td>
<td>2,501.6</td>
</tr>
<tr>
<td>Bridges Network</td>
<td>374.4</td>
<td>423.5</td>
<td>463.4</td>
<td>607.2</td>
<td>1,047.4</td>
<td>2,915.9</td>
</tr>
<tr>
<td>Public Transport</td>
<td>2,244.5</td>
<td>2,454.0</td>
<td>2,487.5</td>
<td>2,873.0</td>
<td>3,218.2</td>
<td>13,277.2</td>
</tr>
<tr>
<td>Traffic Management / Local Safety Schemes</td>
<td>1,359.3</td>
<td>1,587.2</td>
<td>1,679.5</td>
<td>1,789.7</td>
<td>1,857.4</td>
<td>8,273.1</td>
</tr>
<tr>
<td>Road Safety Education</td>
<td>466.5</td>
<td>667.1</td>
<td>703.6</td>
<td>697.7</td>
<td>703.3</td>
<td>3,238.2</td>
</tr>
<tr>
<td>Public Rights of Way</td>
<td>422.3</td>
<td>818.5</td>
<td>936.1</td>
<td>845.7</td>
<td>1,019.3</td>
<td>4,041.9</td>
</tr>
<tr>
<td>Highway Properties</td>
<td>-65.5</td>
<td>-52.8</td>
<td>-45.7</td>
<td>-2.9</td>
<td>-21.3</td>
<td>-188.2</td>
</tr>
<tr>
<td>Central Support &amp; Administrative Costs</td>
<td>1,319.0</td>
<td>2,156.4</td>
<td>2,388.9</td>
<td>3,037.3</td>
<td>2,979.3</td>
<td>11,880.9</td>
</tr>
<tr>
<td><strong>Total Highways &amp; Transportation</strong></td>
<td><strong>26,510.4</strong></td>
<td><strong>30,992.3</strong></td>
<td><strong>32,247.3</strong></td>
<td><strong>33,255.5</strong></td>
<td><strong>36,224.3</strong></td>
<td><strong>159,229.8</strong></td>
</tr>
</tbody>
</table>

Table 2.3 Net Revenue Expenditure

2.1 What Difference Has The First LTP Made Locally?

2.1.1 The main difference that the LTP has made to residents and visitors to North Yorkshire has been progress towards achieving the LTP Aims and Objectives. The focus of the strategies implemented throughout the LTP period was to contribute towards the achievement of these aims. Each scheme or initiative described in the themed sections below contributes towards the progress made to one or more of the LTP aims. A summary of these difference made is included in Table 2.4.
<table>
<thead>
<tr>
<th>Theme</th>
<th>Aim</th>
<th>Improved Community Life</th>
<th>Improving Safety</th>
<th>Protecting and Enhancing Environmental Quality</th>
<th>Promoting Social Equality and Opportunity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Traffic Trends</strong></td>
<td>Reduced traffic and congestion in the</td>
<td>Reduced traffic and congestion has reduced the impact of traffic on local communities.</td>
<td>Reduced traffic has reduced the risk and occurrence of road accidents.</td>
<td>Reduced traffic volume has reduced the impact of the traffic on the environment.</td>
<td>Reduced traffic has removed many of the disincentives to the socially</td>
</tr>
<tr>
<td></td>
<td>towns and National Parks has promoted</td>
<td></td>
<td></td>
<td></td>
<td>inclusive modes of transport. Measures aimed at promoting modal shift</td>
</tr>
<tr>
<td></td>
<td>more efficient movement of goods and</td>
<td></td>
<td></td>
<td></td>
<td>(public transport, walking etc) are generally more socially inclusive than</td>
</tr>
<tr>
<td></td>
<td>people hence aiding both local and</td>
<td></td>
<td></td>
<td></td>
<td>private cars.</td>
</tr>
<tr>
<td></td>
<td>countywide economies.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Travel Awareness</strong></td>
<td>Raised awareness of sustainable travel</td>
<td>Successful promotion of active travel has contributed toward improved health and</td>
<td>Raising awareness of travel issues has also indirectly raised awareness of road</td>
<td>Promoting sustainable modes of travel has reduced the number of vehicles on</td>
<td>The type of travel promoted by travel awareness campaigns is by its nature</td>
</tr>
<tr>
<td></td>
<td>has helped promote modal shift towards</td>
<td>social interaction on journeys.</td>
<td>safety issues. Increasing active travel has brought some benefits which</td>
<td>the road. Additionally, the promotion of a high quality infrastructure for</td>
<td>inclusive.</td>
</tr>
<tr>
<td></td>
<td>more efficient and cost effective forms</td>
<td></td>
<td>contribute towards the wider health agenda</td>
<td>pedestrians has brought local environmental benefits.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>of transport (particularly for shorter</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>journeys).</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Traffic Management</strong></td>
<td>The traffic management schemes</td>
<td>Traffic management schemes, including traffic calming, have in many cases reduced the</td>
<td>Local Safety Schemes (see Road Safety below) addressed current and actual safety</td>
<td>Many traffic management schemes implemented reduced local environmental</td>
<td>Many traffic management and traffic calming schemes have reduced the</td>
</tr>
<tr>
<td></td>
<td>implemented by the Council have reduced</td>
<td>volume and/or impact of traffic on communities which in turn has helped foster greater</td>
<td>issues. In many cases, traffic management schemes have helped to address potential</td>
<td>problems such as traffic noise, visual impact and air quality problems.</td>
<td>dominance of the car in towns and villages. This in turn has allowed easier</td>
</tr>
<tr>
<td></td>
<td>the economic impact of traffic and</td>
<td>community interaction.</td>
<td>or perceived safety issues.</td>
<td></td>
<td>more pleasant walking and cycling which are the most socially inclusive</td>
</tr>
<tr>
<td></td>
<td>congestion on local communities and</td>
<td></td>
<td></td>
<td></td>
<td>transport modes.</td>
</tr>
<tr>
<td></td>
<td>countywide.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Public Transport</strong></td>
<td>Increased social inclusion and</td>
<td>Improved social inclusion allowed more people to participate in community life.</td>
<td>Modal shift from cars to safer public transport and reduced traffic made a minor</td>
<td>Reduced traffic flows arising from a modal shift from cars leads to</td>
<td>Cheap, convenient and accessible public transport is available to nearly all</td>
</tr>
<tr>
<td></td>
<td>accessibility provided by improved</td>
<td>Reduced car traffic in towns and villages allowed greater social activity.</td>
<td>contribution to reducing casualties in the County.</td>
<td>reduced emissions of air pollutants, greenhouse gases and reduced visual</td>
<td>members of society. Improvement to both services and facilities therefore</td>
</tr>
<tr>
<td></td>
<td>public transport promoted individual</td>
<td></td>
<td></td>
<td>impact of traffic.</td>
<td>increased increased social inclusion.</td>
</tr>
<tr>
<td></td>
<td>economic independence.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Access for Disabled</strong></td>
<td>Improved access for disabled people in</td>
<td>Improved access for disabled people helped to reduce social exclusion allowing them to</td>
<td>An essential design principle for new facilities for disabled people indicated</td>
<td>All facilities were designed and constructed with due regard for their</td>
<td>The primary purpose of improving transport facilities and services for</td>
</tr>
<tr>
<td><strong>People</strong></td>
<td>many cases contributed towards greater</td>
<td>take a fuller role in the community.</td>
<td>they should be safe to use and if possible improve safety for their users.</td>
<td>environment.</td>
<td>disabled people was to maximise social inclusion whatever their disability.</td>
</tr>
<tr>
<td></td>
<td>individual economic independence.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Theme</td>
<td>Road Safety</td>
<td>Improving Community Life</td>
<td>Promoting Economic Prosperity</td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Protecting and Enhancing Environmental Quality</td>
<td>All Local Safety Schemes were designed with due regard for their potential environmental impact. This was especially important in specially protected areas such as National Parks.</td>
<td>Reduced casualties directly reduced the social costs of accidents. The reduced number of road accidents increased the feelings of safety and removed a barrier to social activity.</td>
<td>Reduced casualties directly reduced the negative economic impact. Providing travel mode choices which increased accessibility promoting individual economic independence. Modelling shift from cars reduces congestion and its negative economic impact.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improving Safety</td>
<td>Engineering, education and enforcement initiatives directly reduced the number of casualties on North Yorkshire’s roads.</td>
<td>Cycle networks were designed to improve actual and perceived safety for cyclists hence reducing risk of accidents whilst still increasing cycling.</td>
<td>Improving facilities for cyclists providing travel mode choices which increased accessibility promoting individual economic independence. Modelling shift from cars reduces congestion and its negative economic impact.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improving Community Life</td>
<td>Road Safety Reduced casualties directly reduced the social costs of accidents. The reduced number of road accidents increased the feelings of safety and removed a barrier to social activity.</td>
<td>As well as reducing traffic encouraging people to walk also encourages people to talk together than those that travel by cars.</td>
<td>Promoting social equality targets residents of different social groups (e.g. child KSI).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promoting Social Equality and Opportunity</td>
<td>Targeted initiatives reduced the inequalities in casualty rates amongst different social groups (e.g. child KSI).</td>
<td>Traffic calming measures such as the Council have helped reduce the risk of accidents and encourage social interaction and build communities. This is most clearly demonstrated at schools where parents who cycle with their children are more likely to talk together than those that travel by cars.</td>
<td>A key theme of all our freight Quality Partnerships was to ensure that industry (particularly forestry and quarrying) could continue to move their products efficiently.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promoting Economic Prosperity</td>
<td>Reduced the monetary costs to society and individuals.</td>
<td>By offering an alternative mode of travel such as cycling for shorter journeys the Council have helped remove traffic from communities. Additionally, the Council has helped to improve social interaction and build communities.</td>
<td>Transfer of freight to other modes also reduced the impact perceived road safety issues.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cycling</td>
<td>A specific aim of our improvements was to address locations where pedestrian accidents occurred and reduce the risk of accidents.</td>
<td>As well as reducing traffic encouraging people to walk also encourages people to talk together than those that travel by cars.</td>
<td>A key theme of all our freight Quality Partnerships was to ensure that industry (particularly forestry and quarrying) could continue to move their products efficiently.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrians</td>
<td>Improved facilities for pedestrians provided travel mode choices which increased accessibility promoting individual economic independence. Modelling shift from cars reduces congestion and its negative economic impact.</td>
<td>As well as reducing traffic encouraging people to walk also encourages people to talk together than those that travel by cars.</td>
<td>Modelling shift from cars reduces congestion and its negative economic impact.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freight</td>
<td>A key theme of all our freight Quality Partnerships was to ensure that industry (particularly forestry and quarrying) could continue to move their products efficiently.</td>
<td>Managing the passage of heavy vehicles through communities through FQPs and modal shift n/a</td>
<td>FQPs and modal shift n/a</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Theme</td>
<td>Aim</td>
<td>Improving Community Life</td>
<td>Improving Safety</td>
<td>Protecting and Enhancing Environmental Quality</td>
<td>Promoting Social Equality and Opportunity</td>
</tr>
<tr>
<td>-------</td>
<td>-----</td>
<td>--------------------------</td>
<td>-----------------</td>
<td>-----------------------------------------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td>Highway Maintenance</td>
<td>Improving the condition of the County's roads has improved the ease and convenience of transport of both goods and people and hence assisted economic prosperity.</td>
<td>Improvements to the condition of footways and roads have helped encourage walking and cycling.</td>
<td>Road maintenance, particularly surface dressing, has reduced the number of road condition related accidents. Improvements to footways have reduced the number of trip related injuries.</td>
<td>Improved road conditions have helped reduced local environmental impacts, particularly traffic noise. Improved footways have helped encourage walking as an alternative to driving.</td>
<td>Improved footway maintenance has helped to encourage walking as a socially inclusive mode of travel.</td>
</tr>
<tr>
<td>Development and Land Use Planning</td>
<td>The ‘Transport and Development – A Guide’ document successfully assisted the Council in achieving a balance between managing the transport impact of new development and the need for the development to promote economic prosperity.</td>
<td>Ensuring new developments are accessible by cycling and walking has helped integrate them into communities rather than just creating commuter estates.</td>
<td>All new developments have needed to demonstrate that they do not have an unnecessary adverse impact on road safety.</td>
<td>Encouraging sustainable modes of transport for access to new developments has minimised the environmental impact of transport from the developments.</td>
<td>All new developments must now demonstrate that in transport terms they are accessible to all members of society.</td>
</tr>
<tr>
<td>Structures</td>
<td>Maintenance and strengthening of structures has allowed most of the highway network to be accessible to all vehicles easing access for goods and people to rural economies.</td>
<td>In many cases strengthening of structures has allowed public transport service to access remote rural communities.</td>
<td>All structures are in a safe condition for appropriate users.</td>
<td>The Council's practice of using appropriate materials and techniques has ensured that structures maintain the character of their area.</td>
<td>In many cases strengthening of structures has allowed public transport service to access remote rural communities.</td>
</tr>
<tr>
<td>Overall</td>
<td>A combination of measures has improved the efficiency of the transport network to move both goods and people. An efficient transport system contributes to an efficient economy.</td>
<td>A range of initiatives have benefited communities and ensured that the adverse impacts of transport on community life have been minimised.</td>
<td>Targeted engineering, education and enforcement initiatives have significantly reduced the number and severity of road casualties in the County.</td>
<td>Initiatives have improved local environmental conditions. The adverse environmental impacts of other initiatives have been minimised.</td>
<td>Many specific initiatives have been implemented which have significantly improved access to transport for all members of society. All other transport initiatives have sought to maximise their contribution towards social inclusion.</td>
</tr>
</tbody>
</table>

Table 2.4
2.1.2 **Traffic Trends (Appendix A)**

2.1.3 In order to reduce congestion and its adverse impacts, challenging targets were set in the Local Transport Plan to restrict growth in the three largest towns and within the two National Parks. Based on a cordon of 74 automatic traffic counters around the County covering trunk and principal roads, the average traffic growth in North Yorkshire between 2000 and 2005 was 8%. In comparison, the growth within the two largest towns in the County and the Yorkshire Dales National Park was more restrained. The results in terms of traffic growth of the measures implemented to date are given below.

2.1.4 **Harrogate and Knaresborough**

2.1.5 The implementation of walking, cycling, parking and public transport measures in the two towns has helped restrain traffic growth. Cycling and public transport usage in Harrogate and Knaresborough has continued to increase, whilst traffic flows have varied annually between +1% and -3% compared with the 2000 baseline figure confirming that the target of zero growth from 2000 over the LTP period has been achieved.

2.1.6 **Scarborough**

2.1.7 Implementation of preparatory measures to support the Scarborough Integrated Transport Strategy (SITS) including on and off-street car parking measures, cycling, pedestrian and bus passenger facilities and improvements to the Weaponness Park and Ride Site all contributed to restraining volumes to the 2001 base line. Traffic flows in Scarborough have varied between +1% and -1% compared to the base line confirming the target of zero growth in traffic from 2001 over the LTP period has been achieved.

2.1.8 **Selby**

2.1.9 The Highways Agency’s Selby Bypass scheme was opened to traffic in June 2004. Permanent traffic counter monitoring sites have been used to assess the impact of the bypass on traffic levels on the A19 and A63 through the town. Traffic flows through the centre reduced by up to 35% with the opening of the bypass compared to the target of 30%.

We jointly funded with the Highways Agency a ‘before’ and ‘after’ study of traffic flows in the town. The study results helped to establish a more comprehensive understanding of the effect the bypass has had on the movement of traffic both within the town and on the radial routes outside the bypass.

2.1.10 A comprehensive Traffic Management Strategy (TMS) for Selby was developed and implementation commenced in 2004/05. The aim of the strategy is to further enhance the traffic and environmental benefits achieved by the construction of the bypass. A significant challenge in Selby was to ensure that the planned major regeneration following the demise of the local coal mining industry does not lead to excessive growth in traffic. With traffic levels through the town centre being maintained at post bypass levels, we have achieved the target to restrain traffic growth to below the national average. Implementation of the Selby TMS is on going and will continue through the early years of LTP 2.

2.1.11 **National Parks**

2.1.12 Traffic in the Yorkshire Dales National Park increased by 3% during the period 2000 to 2005. Provisional national traffic growth figures indicate over 7% increase in traffic over the same period. Therefore, we achieved the LTP target set at restraining traffic growth to 2% below national traffic growth over the Plan period so contributing to the sustainability of the National Park.

2.1.13 Traffic in the North York Moors National Park increased by 12% during the period 2000 to 2005. This is higher than national growth over the same period; hence the local target to restrain growth has not been met. However, the traffic flows are still low with average flows in 2005 of 4480 compared to 4020 in 2000.
2.1.14 Travel Awareness (Appendix B)

2.1.15 Before the LTP began, no schools in North Yorkshire had a Travel Plan. Today, 250 schools have a School Travel Plan. Through our awareness raising programme every school in the County is conscious of the benefits of a travel plan and it is a common subject of discussion at School Cluster Group meetings. More importantly the children themselves have been involved and now commonly use terminology such as “Park & Stride”.

2.1.16 School Travel Plans are structured to include action plans for the school, the highway authority and bus operators. As a result, 17 schools have had traffic engineering works, seven bus services have been re-routed and more than 1,000 awareness raising lessons have been delivered in 250 schools.

2.1.17 Walk to School week is one of the largest participation events in the County, involving 100,000 pupils, parents, and carers. The County Council devised lessons and ensured all primary schools received sufficient incentives such as bookmarks and stickers for every child. More than 200 schools take part, and have reported significant increases in walking as a result. In addition, we were active members of the European TARGET project, receiving more than £50k of additional funding, which together with valuable information sharing, resulted in increased numbers of children participating in Walk to School Week.

2.1.18 Since 2001, schools have participated in a ‘Hands Up’ survey of travel choices. This has shown a reduction in car use of up to 17% in some schools following the introduction of a School Travel Plan. In Great Ayton for example, the development of a ‘Five Minute Walking Zone’ reduced the number of cars at the school gate from 63 to 14, contributing significantly to reduced congestion and accident risk and encouraging an environment more conducive to walking and cycling.

2.1.19 Businesses in the County know that they are expected to have a Workplace Travel Plan and build in preparation of a plan into their new development proposals. Our support to businesses has included providing consultancy time, giving access to our online questionnaire and postcode plotting. Plotting postcodes has also helped businesses overcome labour shortages and help access to employment. At the Northallerton Friarage Hospital, the Travel Plan included us providing loan bicycles, which led to an increase in cycling of 20%.

2.1.20 As part of LTP 1, we created a comprehensive travel awareness marketing plan. This achieved a 47% recognition rate, suggesting that a large proportion of the general public in North Yorkshire know about the importance of sustainable travel. Awareness raising is the first part of the process that should lead ultimately to action. In addition to the impact in North Yorkshire, 24 other highway authorities bought into our campaign, thus extending its use.
2.1.21 Although the primary focus of our work has been on broad changes that will affect the whole community, we have also sought to change people’s perceptions and attitudes through pilot area projects. Anticipating the recommendations of the DfT Smarter Choices report these have included personalised journey planning among the public in Ripon. This measured a reduction in car use of 4% of those who participated, and was then developed into semi-personalised journey planning in Knaresborough schools.

2.1.22 We have supported three car sharing clubs in Whitby, Bentham and Catterick, including a regional workshop on marketing clubs. The Smarter Choices Report suggests a reduction in car use is possible among users. We have supported ride sharing through the County Council’s Travel Plan which was extended to all large employers in Northallerton. We have also have helped set up the successful Harrogate Car Share Scheme.

2.1.23 Traffic Management (Appendix C)

2.1.24 The Local Transport Plan has resulted in a step change in our approach to traffic management. We now have for the first time traffic management strategies and comprehensive implementation plans for over half of the main communities in North Yorkshire. The town centre traffic management strategy process has involved an innovative method of engagement with the local community and our stakeholders.
2.1.25 Completion of schemes contained in the traffic management strategy implementation plans has helped to convince communities that the County Council is committed to the delivery of schemes which has persuaded them to actively take part in the development of future strategies.

2.1.26 By the end of March 2006 there were 14 adopted town centre strategies with associated implementation plans. These implementation plans all contain measures aimed at promotion of mobility for all road user and social groups, improvements to bus passenger facilities, improved pedestrian links and cycle facilities, safety improvements and better management of car borne traffic movements and parking. The amount of work delivered on the ground is significant for those strategies that were developed towards the beginning of LTP 1 which are now entering their fourth full year of implementation. Some examples of the types of schemes are shown in Table 2.5. More comprehensive details of the schemes that have been delivered can be found in the Traffic Management Strategy Appendix C.
In developing LTP 1 the Council identified the need to invest heavily in public transport in order to achieve a step change in travel choice for communities to help reduce urban congestion and promote better accessibility, especially in rural areas. By co-ordinating capital expenditure from the LTP with revenue expenditure and taking advantage of the Government’s Rural Bus Challenge scheme as well as rural transport funding from the Countryside Agency, we have achieved this. Prior to 2000, there was little or no funding for public transport infrastructure and the quality of public transport services and the provision of publicity information was generally low. Table 2.6 illustrates the increasing level of spend on local bus services throughout the life of LTP 1.
The following are typical examples of the improvements which have been made and their impact on users:

a. **Buses are more accessible:** For people with a disability, those who are less mobile and parents with push chairs, travel by public transport is now a real option with the introduction of an additional 46 low floor accessible vehicles operating on commercial bus services throughout the County. Almost 60% of the commercial bus network is now operated by low floor buses. This is an increase of 20% in the five years of the Plan. In addition, a further 18 low floor vehicles have been introduced on contract services.

b. **Infrastructure is significantly better:** The investment in low floor vehicles by operators has been complemented with investment by the Council in infrastructure at bus stops. During the period of the Plan we have improved 1,582 bus stops by providing raised bus boarders and shelters where appropriate.

c. **Information is better:** Choice of mode of travel is as often dictated by awareness and information about what public transport services are available. Funding has been made available to ensure that information provision has improved significantly. The impact of this is demonstrated in the satisfaction with public transport information which has risen from 42%\(^1\) in 2000/01 to 72% in our 2005 Citizens Panel survey.

d. **Commuting by public transport has increased:** Cross-boundary commuting by public transport, particularly into Leeds has seen significant increases on both bus and rail services. Investment in a high quality bus between Harrogate and Leeds has helped passenger numbers grow by 25% while use of the York – Harrogate – Leeds rail service has increased by 47%.

e. **Rail travel generally has increased:** This has been supported by the Council making funding available to improve access at the 15 busiest rail stations in the County.

\(^1\) Audit Commission have revised the method of calculating this indicator, the baseline figure would have been higher using the revised figure.
2.1.30 Access for Disabled People (Appendix E)

2.1.31 In 2000, the County Council adopted a ‘Strategy for People with Disabilities’ to accompany and support LTP 1. The purpose of this strategy was to improve overall mobility for residents with disabilities in order to improve their quality of life. Further details of the strategy are included in Proforma B.

2.1.32 The key concept of the strategy was the need to provide for journeys on a ‘door to door’ basis. Therefore, we adopted a whole journey approach to provision for disabled people which included improvements to public transport infrastructure and services, parking provision for disabled motorists and the pedestrian environment.

2.1.33 The difference that this approach has made includes improvements to:
   a. Public Transport – Improvements to access for disabled people on infrastructure and services covering approximately 60% of the total bus network catering for around 75% of the passenger journeys in the County.
   b. Disabled Parking Provision – Reviewed and where necessary improved parking facilities for disabled motorists in 16 towns in North Yorkshire.
   c. Pedestrian Environment – Comprehensive improvements to pedestrian facilities in more than 30 communities in North Yorkshire with all signal controlled crossings now meeting DDA standards.

2.1.34 Road Safety (Appendix F)

2.1.35 Substantial progress in improving the safety of the County’s roads has been made and by the end of 2005, we had reduced KSI from 1,037 to 697; a reduction of 32.8% against the 2010 national target of a 40% reduction compared with the 1994-98 baseline average, as illustrated in Figure 2.2 below.
2.1.36 The child KSI figure has steadily reduced throughout the life of LTP 1 and North Yorkshire's contribution to the national target of a 50% reduction was achieved in 2001. As illustrated in Figure 2.3, child KSIs have now reduced to 51 which is 52.8% below the baseline average and well on the way to meeting the County Council’s stretched target of a 60% reduction by 2010.

2.1.37 The County Council set a target of not exceeding the 1994-98 base line average for slight injuries of 2,947, assuming that an average 1% increase in traffic would result in a 10% reduction in the rate of slight injuries by 2010. In fact there has been a steady reduction compared with the baseline with the 2005 total standing at 2,536; a 9.7% reduction, as illustrated in Figure 2.4.
2.1.38 The County Council has funded its road safety education, publicity and training programmes from its revenue budget during the life of the first LTP at an average annual cost of about £300k. This level of funding has led to the continuing development of the Junior Road Safety Officer scheme with about 100 schools now participating. We have also been able to expand the coverage of the ‘Drive Alive’ event devised for students aged 16 years and over and have increased the provision of these multi agency pre driver events so that about 12 are now held in schools and colleges each year. During the early stages of LTP 1 the Road Safety team was strengthened by the creation of two Road Safety Project Officer posts and more recently, as a result of the integration of Highway Services, has been further strengthened by three new posts resulting in one full time Road Safety Officer (RSO) in each of the seven Area Offices. These changes have enhanced both our countywide and local activities.

2.1.39 Since 2004, the revenue budget has been supplemented by a further £100k per annum from the County Council’s Local Public Service Agreement which ran until the end of 2005. As a result we have set a stretched child KSI casualty reduction target of 60%, as well as accelerating progress towards achieving the overall KSI target. The 2005 year end total of 697 KSIs has exceeded our stretched target of reduced KSIs, 700 of which represents a saving of an extra 36 KSI casualties compared to that which would have been achieved without the stretched target. As mentioned previously, the 2005 year end total of 697 was ahead of the LPSA target of 700 and the Authority will receive ‘reward money’ from the Government as a result. Since 2006 this LPSA funding has been replaced by a similar sum from the LTP budget in order to ‘bridge the gap’ until the Council becomes eligible for LPSA2 in 2007. We are using this funding to commence research into young drivers and their passengers as this group of casualties is not reducing as quickly as the...
total KSI group. We are also continuing with initiatives aimed at motorcyclists and use of car restraints and seatbelts coupled with the use of appropriate highway engineering techniques at specific locations on the targeted routes.

2.1.40 A more data led approach has resulted in a shift of emphasis towards those areas and road user groups where the greatest casualty reduction potential exists, e.g. in-car safety, particularly for children, safer motorcycling and increasing efforts to reduce young driver and passenger casualties.

2.1.41 Within the County Council, closer working with colleagues has resulted in more involvement in the development of a range of solutions at all levels of the organisation. RSOs are now routinely consulted during the development and design of engineering schemes where their experience can bring a new perspective to producing appropriate solutions and there is close co-operative working with the travel awareness team.

2.1.42 During LTP 1, our RSOs have become more involved in work with other agencies, such as local Community Safety Partnerships. In Selby, for example, partnership working has led to a number of activities, including the distribution of reflective items to every primary school pupil, a course for young drivers who have "come to the attention of the authorities" and a market day demonstration illustrating the effectiveness of helmets for motorcyclists; this latter event was re-created as the lead story on Yorkshire TV’s ‘Calendar’ programme. In other areas partnerships have organised road side displays of damaged vehicles to support national Drink Driving campaigns. We have been able to explore the potential of involving the business community in casualty reduction and are continuing to develop an interactive website based resource which will enable employers to easily access a wide range of resources and training opportunities. This will contribute to managing occupational road risk, one which will be an important tool in reducing road casualties. Through this we hope to be able to offer locally, single day courses for drivers of vans up to 7.5 tonnes, as part of the recently announced ‘SAFED’ managed by the Department for Transport.

2.1.43 During LTP 1, we have invested over £10 million in delivering 350 local safety schemes. The types of schemes can vary from low cost signing and lining up to major junction improvements and strategic route schemes. These schemes are targeted at locations with a poor accident history and our comprehensive scheme monitoring programme shows average casualty savings of 38% at the treated sites.
2.1.44 These and other initiatives have contributed to the success of the authority’s casualty reduction work. We believe the Council has raised the profile of casualty reduction across North Yorkshire, especially with partner organisations and the public generally.

2.1.45 **Cycling (Appendix G)**

2.1.46 With the additional funding provided through LTP, we took the opportunity to invest and promote cycling as an alternative mode of travel to the private car. With a County the size of North Yorkshire, it was essential to set out a clear strategy to identify the needs, raise the profile and provide the necessary facilities to cater for existing cyclists and encourage modal shift from private car to cycling. The Council adopted a Cycling Strategy in 1999.

2.1.47 Cycling in North Yorkshire falls broadly into two categories, utility cycling, which occurs in the towns and villages and leisure/tourism cycling which extends across the County. In order to prioritise cycling schemes we commenced the development of comprehensive Cycle Plans. 18 town based plans aimed primarily at utility cycling and two Plans aimed primarily at leisure/tourism cycling covering the North York Moors and Yorkshire Dales National Parks have been developed. In drawing up the Plans, we also took into consideration the aspirations of SUSTRANS in the development of the National Cycle Network and the National Byway being developed through the Countryside Agency.

2.1.48 The Plans have been developed in consultation with Key Stakeholders and the general public. 13 Plans form part of wider Town Centre Traffic Management Strategies. They identify facilities people want and need to enable them to cycle safely from home to key services within the towns e.g. schools, shopping, leisure etc.

2.1.49 All 20 Plans are at various stages of being implemented. A number of the Plans, including Harrogate, Scarborough, Northallerton and Sherburn in Elmet have had substantial works completed creating cycle networks linking residential, employment, shopping areas and leisure facilities. The type of facility provided varies depending on the circumstances. In principle, advisory cycle routes have been signed via roads with low traffic volume and speed. On busier higher speed roads, off-road cycle tracks have been provided. In other locations in the towns, where the volume of traffic is high but it is not possible to provide cycle tracks, on road facilities, for example, cycle lanes have been provided. The outcome has been a network that has improved accessibility and widened travel choice.

2.1.50 Through monitoring of the outcomes it has been observed that the most beneficial schemes are those that lead direct to trip generators with the cycle route being the most direct and coherent route to the destination. We have found that the most successful
routes are those to schools which have a positive impact on modal shift, whilst other successful routes combine destinations, e.g. sports centre and shopping areas.

2.1.51 The provision of comprehensive networks within towns, as opposed to ad hoc sections of cycleway, is proving effective in increasing cycling. For example, cycling in Sherburn in Elmet has increased by almost 74% between 2000 and 2005, whilst Northallerton has increased by 12.5% between 1999 and 2005 on an already high usage level. The outcome of increasing cycling is a respective reduction in car use and improved health for those new cyclists. In addition to providing facilities, we have encouraged the uptake of cycling through promotions eg. Bike week, publications and cycle training programmes through the schools.

2.1.52 Pedestrians (Appendix H)

2.1.53 The increased funding through the LTP has enabled us to make significant progress in improving pedestrian facilities across the County. In July 2000 the County Council adopted a Pedestrian Strategy. The strategy identifies the way the County Council aims to improve pedestrian facilities to encourage more people to walk those relatively short journeys they currently make by private car. Through a similar process to that identified in the cycling section para 2.1.46, 22 community based Pedestrian Action Plans, which included disabled people audits, have been produced. The Plans identify key corridors and desire lines to provide a coherent pedestrian network in the towns, linking housing to shops, schools, health centres, recreation facilities, employment areas and bus services. Having identified the key routes and desire lines, an implementation plan is produced which identifies the missing footway links, footway improvements (including widening), crossing facilities and where appropriate shared footway/cycleway, required to create a comprehensive network. This work necessitated close working between road safety, travel awareness and pedestrian and cycling teams.

2.1.54 We also recognised that the quality of the environment is an important consideration to people when planning their walk. Well lit attractive sections of footway are more likely to appeal to users than narrow unlit sections where perceptions that personal safety may be compromised can deter people from walking. We have been mindful of the need to provide attractive open spaces for pedestrians in our town centres and have invested in high quality pedestrianised or pedestrian dominated areas where appropriate. In sensitive locations, we have been mindful of the need to use materials that are
complimentary to the location eg Yorkstone paving. Wherever possible when planning schemes involving high cost materials we have sought financial contributions from other sources when appropriate. For example, we worked closely with the Harrogate Borough Council and received grants of £1.7m for the refurbishment of Ripon City Centre from the Heritage Lottery Fund. More details of this particular project are given in Section 3 of this report.

2.1.55 The Pedestrian Plans are at various stages of implementation. The introduction of pedestrian facilities providing coherent, direct and safer routes to destinations gives people a greater choice for mode of transport. Attracting people to walk can result in modal shift from private car for short distance journeys with the additional benefits of improving the health of those who change their mode of travel from car to walking.

2.1.56 Freight (Appendix I)

2.1.57 Throughout LTP 1, we were acutely aware of the adverse impact freight movements had on the quality of life of local communities across the County. However, at the same time we recognised that the lorry played a vital role in sustaining local communities, whether in delivering bread to the local shop, or in extracting the timber out of a forest. It has been our ability to strike the right balance between these sometimes conflicting roles which has defined our approach to sustainable distribution over the last five years.

2.1.58 Therefore, we need to consider ‘the difference’, in terms of outcomes from both the local community perspective and from the freight industry. A number of illustrative examples are included below.

a. Improved Quality of Life: The Council implemented a number of initiatives, which contributed directly to the quality of life of local communities in North Yorkshire. In Settle for example, up to 35 quarry lorries routed through the town daily between 2300hrs and 0600hrs, creating considerable peak noise levels affecting the quality of life of local residents through sleep disturbance and other impacts. Through the Settle Freight Quality Partnership (FQP), we established the Settle Sleep Zone, which was a voluntary arrangement to change the routeing of quarry lorries at inappropriate hours.

In addition, through negotiation, a local quarry operator agreed to divert all lorry movements out of Giggleswick Quarry to avoid Settle town. Without adversely affecting the operator’s competitiveness, this agreement diverted approximately 12,000 quarry lorry journeys a year out of the town, resulting in improved quality of life, significantly less impact on residents in terms of fear and
intimidation and less damage to the narrow streets of Settle.

Before and after Monitoring of HGV flows in Settle suggest a 20% reduction in lorry traffic as a direct result of these and other initiatives.

b. Supporting business and the local economy: Recognising the significant flows of timber out of forests in North Yorkshire, and the importance of the timber industry to the rural economy, this FQP was established. Through links forged with the National Timber Transport Forum, the FQP adopted best practice from Scotland and produced a Preferred Routes Map. This has contributed to a more efficient use of the road network, the viability of the local timber industry, and helped reduce the impact on sensitive communities. The Map now covers 95% of Forestry Commission Assets and is also used as a basis for integrating timber extraction proposals with highway maintenance programmes. From the perspective of the timber industry, the FQP has improved understanding on issues of mutual concern. This has led to greater consensus and an increased willingness to compromise on problems, which in the past have sometimes ended up in court proceedings. For example, regular meetings outside of the wider FQP are now in place between the Forestry Commission and the Council in order to dovetail forward plans. Welcomed by all sides, the partnership is working well with alternative lower impact routes being

Quarry lorry turning right to avoid Settle

Sutton Bank - scene of so many lorry breakdowns
identified and considered in partnership.

c. **Reducing the Need to Travel:** The Council created a website to make the process of buying local produce easier. By championing local produce and highlighting the issue of food miles, NYCC has raised awareness of the link between purchasing decisions, freight movements, and the local economy, whilst at the same time facilitating growth of the local economy and importantly the notion of sustainable communities. Refer to www.northyorkshirelocalfood.co.uk for more details.

d. **An Efficient Network:** FQPs have also been used to reduce delay on the network. For example, we set up the Sutton Bank FQP in 2003, to address the
longstanding problem of heavy goods vehicles being unable to successfully negotiate Sutton Bank on the A170 near Thirsk. This initiative is continuing into LTP 2, but the work already undertaken has begun to have a positive impact on identifying solutions for reducing the number of incidents on the Bank.

2.1.59 Development and Land Use Planning (Appendix J)

2.1.60 The introduction of the Local Transport Plan was accompanied by a change in priorities when considering the impact of planning applications.

2.1.61 The Council’s ‘Transport Issues and Development – A Guide’ document introduced changes in parking standards and change of emphasis on travel mode. Developments over the life of the first Local Transport Plan have contributed towards reduced demand for travel by ensuring that they contributed to the overall cycle and footway network which link them to the travel attractors (residential, shops, employment and leisure) increasing travel choice.

2.1.62 Through implementation of the Guide, the emphasis on accommodating vehicular movements has been reduced. Since 2001, major new developments in North Yorkshire have provided much better facilities and access for pedestrians, cyclists and public transport. This has increased mode choice for travellers with all the associated environmental and accessibility benefits. Provision has also been made to bring service buses closer to dwellings. Buses currently travel some 100 metres into the site to drop off and pick up passengers. Further phases will allow for routes to penetrate to the heart of the development.

2.1.63 The change in policy from the previous minimum to maximum parking standard allowed, has had a positive environmental impact on some sites, particularly those involving redevelopment of historic areas. The College Lawns site in Ripon would have fitted in less sympathetically with the surroundings of the listed buildings without these standards. At College Lawns the reduced parking was linked with an extensive network of footways and cycleways to encourage walking and cycling to the city centre.

2.1.64 Through Section 278 Agreements we have continued to secure improvements to the highway network (e.g. extensions of footways) or monetary contributions from developers towards transport improvements throughout LTP 1.

2.1.65 Structures

Bridge totally reconstructed to replace the original weak structure

2.1.66 At the beginning of LTP 1, we had a large number of substandard structures which needed strengthening or repair. We adopted a strategy of structures strengthening and maintenance and prioritised those structures that were at the greatest risk of compromising the safety of the users; and those that needed diversionary routes or weight limit, which would result in unsatisfactory conditions of safety or significant adverse impact on communities and business.

2.1.67 Throughout the process, the Council has contributed to its aims to ensure economic growth and social inclusion in rural areas, by keeping routes open, and thus ensuring that communities were not adversely affected by severance resulting from inadequate structures. The information on the condition of the structures which has been collected during the six
years of this Plan is now being used to supplement the Transport Asset Management Plan.

2.1.68 Delivering the programme of works has allowed the achievement of other aims and objectives which rely on the integrity of the existing highway network. This integrity has been improved by reducing the number of permanent weight limit restrictions through reductions in the number of weight limited structures. In rural areas, the consequential effects upon the more remote parts of the rural economy have been minimised. The benefits for rural communities can be even more far reaching as a well maintained infrastructure can improve the range of services available to the communities and their ability to access them. For example, we recognised the importance of the B6255 between Appersett in Wensleydale and Ingleton to local communities along its route (particularly in winter) and in its contribution to tourism and the rural economy through local coach trips etc, we strengthened all six of the structures along the entire length.
2.2 What Are The Key Achievements Of The First Local Transport Plan?

2.2.1 Traffic Trends (Appendix A)

2.2.2 We set challenging targets to restrict traffic growth in Harrogate, Scarborough, Selby and the North York Moors and Yorkshire Dales National Parks.

2.2.3 Although some of the initiatives detailed below are described in more detail elsewhere in the Delivery Report, they are referred to here to demonstrate the impact they have had on traffic trends in these locations.

2.2.4 Initiatives by the County Council in partnership with the Borough Councils have increased travel choices in Harrogate, particularly for public transport and cycling. In Scarborough improvements to Park and Ride helped restrain traffic growth in the town and improvements in cycling infrastructure has provided a choice of travel for some journeys. The Dales and Moorsbus services and National Park Cycle Plans have increased travel choice and accessibility in the National Parks, for example public transport journeys in the National Park and Areas of Outstanding Natural Beauty increased by 64% between 2000 and this trend appears to be continuing.

2.2.5 Nevertheless, the overall outcome of implementing the measures aimed at restricting traffic growth has been to minimise the adverse impact of traffic on the environment, and in particular air quality in the towns. It has improved accessibility and the quality of life for those residents and visitors to the towns and National Parks.

2.2.6 Travel Awareness (Appendix B)

2.2.7 As a result of our efforts in creating a workable and effective system for the large number of schools in the County, we have brought in £1.5m of additional DfT/DfES funding to be spent on sustainable travel projects including:
   a. 78 bike sheds;
   b. 20 footpath/entrance improvements;
   c. 100 shelters for walkers.

2.2.8 At Oatlands School in Harrogate for example, DfES/DfT funds were spent on bike sheds, Sustrans initiatives and an industry scheme Bike IT! We provided a bike to be raffled and bacon butties. On the launch day there were 186 bikes on site from a school roll of 250.
promote numeracy and poetry workshops develop literacy. Workshops for teachers have been successful not just in the mechanics of how to do a travel plan, but also in how to lead an improvised drama session on walking to school.

2.2.11 We surveyed 86 headteachers to understand their needs. As a result we prioritised citizenship lessons, which form a core part of new Ofsted requirements. More than 3,000 children have visited Council Chambers to participate in travel awareness debates.

2.2.12 The results of a ‘Hands Up’ survey in over 200 schools with a Travel Plan indicate we have reduced car use by 3.7%. More than 800 schemes have been suggested by schools, many of which are road safety related. All of these have been considered and prioritised. Proposals contained in School Travel Plans have also been integrated into other schemes such as the Osmotherley Village traffic calming project.

2.2.13 A key achievement has been the impact of the full marketing strategy for travel awareness. This consists not just of ‘adverts’ but is a comprehensive, customer focused costed programme. Focus groups, in depth interviews and quantitative analysis have all been used. Random samples confirmed a 47% recognition rate. Even peripheral (but crucial) areas such as the link between transport and mental health have been explored. Links with Information Technology have also been investigated using experts from the University of Gloucester.

2.2.14 Traffic Management (Appendix C)

2.2.15 Harrogate and Knaresborough: The approach in Harrogate and Knaresborough throughout the LTP 1 period was based on a co-ordinated programme of improvements which has seen measures installed along all but one of the main transport corridors. This improvement approach will be extended onto the remaining transport corridor, the A661 Wetherby Road, in 2006/07. Some examples of the key achievements are given below:

a. A61 Leeds Road corridor improvements consisted of a comprehensive package of measures aimed at a variety of road users including SCOOT control at signals incorporating bus priority detection, improvements to bus passenger waiting facilities, pedestrian phases at all traffic signals and a major safety scheme at Spacey Houses.

b. A59 Skipton Road corridor improvements involving modifications to individual junctions and the prohibition of turning movements which resulted in a reduction of journey times of up to 15% during peak periods.

2.2.16 A GPS based bus tracking system has been introduced to provide real time information to bus passengers both at the bus stop and on-board the bus. The combined effect of these measures has resulted in an increase in bus patronage on key routes in the town which the operator responded to by an increase in service frequency and the introduction of a new fleet of ‘state of the art’ buses.

2.2.17 To improve network efficiency, the Council also provided better information to motorists about off-street parking and expanding controls to on-street parking. One example was the introduction of a new Car Park Management system in
Knaresborough and improvements to the existing system in Harrogate. The effect of these measures has been to reduce the number of vehicles circulating on the road network and to shorten queues at the most popular sites by directing motorists to other car parks with spaces available.

2.2.18 A new Integrated Transport Strategy for Harrogate and Knaresborough was adopted during the latter stages of LTP 1. The Strategy informed the development of the second LTP (2006-2011) and the evolving Harrogate District Local Development Framework. It includes policies such as the promotion of alternatives to car use, better management of the existing highway network to improve capacity and relieve congestion along with safety and environmental improvements. These policies build upon those measures that were introduced during LTP 1.

2.2.19 Scarborough: In preparation for introduction of the Scarborough Integrated Transport Strategy (SITS) the approach in LTP 1 was to implement improvements at key junctions in the town, area wide safety improvements, rationalise car parking arrangements, provide enhanced public transport facilities and implement further improvements to the existing Park and Ride site at Weaponness. In recognition of the important role that tourism plays in the local economy improvements have been introduced for coach traffic and to the pedestrian signing arrangements. All of these measures are intended to create an appropriate foundation for the introduction of the Strategy that is expected to receive final funding approval by summer 2006. A summary of the key achievements are given below:

- A165 Ramshill Road/Westbourne Grove traffic signal junction was upgraded in order to improve traffic flow, introduce bus priority and provide disabled facilities.
- The key public transport improvements featured the establishment of enlarged and enhanced bus terminal facilities at Westborough/York Place and the addition of a Bus Gate Facility to the existing signals at the A64/A165 Westborough/Northway junction to give priority to buses leaving the main terminal facilities on Westborough.
- The existing Park and Ride site at Weaponness has benefited from relatively minor but nevertheless effective improvements such as better direction signing and extensive promotion of the service. This is borne out by the usage figures that show the number of single passenger journeys from the Weaponness site has increased from 235,000 to over 325,000 per annum between 2001/02 and 2005/06.
d. The main coach traffic improvements involved the provision of a dedicated drop-off and pick-up points at the northern and southern ends of the seafront at the South Bay. These facilities complement the existing coach parks recognising the important role of tourism for the local economy, the increasing amount of coach traffic and the need to reduce dependency on the private car. In acknowledgement of this work the Confederation of Passenger Transport granted our agents, the Borough Council, an award for promoting coach tourism.

2.2.20 Market Towns and Coastal Resorts: In the market towns and coastal resorts, the emphasis was on producing a holistic Town Centre Traffic Management Strategy (TMS) and associated implementation plan. By the end of March 2006 there were 14 adopted TMS' with associated implementation plans. Examples of the types of schemes that have been delivered and the resultant outcomes are contained in Section 2.1.19 and more comprehensive details can be found in Appendix C.

2.2.21 In order to test the effectiveness of the Council’s approach, a feedback exercise was carried out during the development of the first batch of strategies. Based on our experience in developing the first six strategies and on the response to the feedback exercise, we were confident that the consultation process that had been adopted was an appropriate one. Furthermore, the completion of schemes contained in the traffic management strategy implementation plans has helped to convince communities that the Council is committed to the delivery of schemes which has persuaded other communities to actively take part in the development of future strategies. This is borne out by the fact that we regularly achieve response rates of over 30% to strategy consultation exercises, which is an achievement for this type of consultation.

2.2.22 In other areas, we continue to recognise that a wide range of sometimes separate traffic management measures need to be introduced to address specific problems. During the life of LTP 1 our approach to the introduction of such measures was to respond to the needs of particular communities whilst prioritising the requests to match the resources available. Some of the examples of key achievements are given below:

a. By October 2004, all traffic signal installations in the County had been upgraded to meet the requirements of the Disability Discrimination Act 1995.

b. On average, each year we have introduced in the order of 600 traffic regulation orders and low cost signing and lining schemes countywide at an overall annual cost of £430,000. These schemes can vary from small scale signing and lining schemes to the Clock Tower Junction improvements in Ripon comprising traffic signals, one way system and traffic calming. This scheme won a Ripon Civic Society Award for its sensitive design.
c. In July 2002, Decriminalised Parking Enforcement was introduced in the Harrogate District area with the surplus monies arising from penalty charges in relation to on-street car parking offences being used to augment the programme of traffic management and safety engineering schemes in the Harrogate District area.

2.2.23 Public Transport (Appendix D)

2.2.24 The delivery of our LTP programme reflects the shift in emphasis away from car users to other modes.

2.2.25 With a high priority for public transport users, the Council determined to weight the profile of its LTP expenditure towards public transport at the beginning of the five year programme. In total over the Plan period approximately £8.4m or 18% of the budget has been spent on public transport schemes. From the outset it has been necessary to ensure that the increased levels of spending were targeted and spent in a manner that would have the greatest impact.

2.2.26 A number of strategic delivery mechanisms have been followed to maximise the overall impact:

a. **Bus Corridors:** These were identified in conjunction with bus operators. The highest priority has been given to those corridors where bus operators had planned investment in high quality vehicles, had the highest frequency of service and opportunities to increase patronage. To deliver measured and sustainable improvements for public transport users along these routes a programme of investment was established to improve waiting facilities, provide timetable cases and other information, mark bus stops with poles and flags and improve access by introducing easy bus boarding features such as raised kerbs.

The value in this approach is that it:

i. Provides a structured programme for improvement across the County;

ii. Delivers maximum impact from the investment;

iii. Targets investment where it provides the greatest benefit;

iv. Raises the profile and awareness of the route; and

v. Improves access.

**Summary of Key Corridor developments:**

<table>
<thead>
<tr>
<th>Corridors</th>
<th>Stops</th>
<th>Shelters</th>
<th>Timetable cases</th>
<th>Raised bus boarders</th>
</tr>
</thead>
<tbody>
<tr>
<td>33</td>
<td>1064</td>
<td>242</td>
<td>1073</td>
<td>531</td>
</tr>
</tbody>
</table>

b. **Premier specification contracts:** While operators were funding improvements on the commercial bus network, the Council identified a number of contract services which provided the main daytime service for several communities. Through our procurement strategy these were designated as Premier...
Specification Contracts where quality measures were specified and evaluated together with cost in the award of contracts as part of the tender process. Although the cost of providing these services increased, so has usage and passenger satisfaction. The package of improvements includes investment in infrastructure at bus stops. The key features of a premier specification contract are:

i. Better vehicles that offer low floor access and are less than five years old during the course of the contract;

ii. Identified route branding;

iii. Improved standard of information and provision for an annual marketing budget;

iv. Enhanced customer care through a dedicated small rota of drivers; and

v. Higher driver training to include customer care and disability awareness.

The value of this approach has been:

i. Increased patronage, particularly immediately after introduction;

ii. Higher profile and greater awareness of the route;

iii. Improved accessibility; and

iv. Better integration of capital and revenue budgets.

We have monitored the use of these contracts and measured the levels of passenger satisfaction with the key elements. The result of this work has demonstrated satisfaction levels in excess of 80%.

### Premier contract

<table>
<thead>
<tr>
<th></th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wharfedale</td>
<td>13% passenger growth</td>
</tr>
<tr>
<td>Tadcaster to Pontefract</td>
<td>13% passenger growth</td>
</tr>
<tr>
<td>Northallerton to Stokesley</td>
<td>35.5% passenger growth</td>
</tr>
<tr>
<td>Wensleydale (Mon-Sat)</td>
<td>8% passenger growth</td>
</tr>
<tr>
<td>Wensleydale (Sun)</td>
<td>13% passenger growth</td>
</tr>
<tr>
<td>Malton to Hovingham</td>
<td>160% passenger growth</td>
</tr>
</tbody>
</table>

- **c. Refurbishment of bus stations:** A large percentage of our capital expenditure has been directed to the refurbishment of bus stations. During the Plan period, bus stations at Whitby, Tadcaster and Harrogate have been refurbished by the Council while those at Ripon and Knaresborough have been refurbished as part of private developments. In the case of Whitby, Tadcaster and Harrogate we have worked in partnership with the bus operators and District Councils to ensure that the final product was fit for purpose.

- **d. Town Centre infrastructure improvements:** For each of the 14 Town Centre Traffic Management Strategies prepared during the Plan period, improvement of public transport infrastructure was a high priority.

<table>
<thead>
<tr>
<th>Town Centre</th>
<th>Stops</th>
<th>Shelters</th>
<th>Timetable Cases</th>
<th>Raised bus boarders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total 14</td>
<td>293</td>
<td>38</td>
<td>258</td>
<td>102</td>
</tr>
</tbody>
</table>

- **e. Partnership working:** It is recognised that working in partnership offers the opportunity to develop and deliver initiatives in a more efficient and effective way. We have encouraged this approach through LTP 1 with the development of and participation in formal and informal partnerships.
The value of this approach has been perceived to be:

i. The integration of bus operator investment with our investment;

ii. The opportunity to attract external funding that would not otherwise be available;

iii. Delivering complex and expensive projects

iv. Providing opportunities to influence where the County Council has no direct control e.g. the rail industry; and

v. Building confidence and capacity.

Further details of partnerships are included in the Public Transport Appendix D.

f. Transport Integration: During the Plan period, the Council has undertaken a best value review ‘Access and Inclusion through Transport’. This examined the extent to which we are able to integrate our passenger transport services. The review recommended the creation of an ‘Integrated Passenger Transport Unit’ with a clear remit to co-ordinate funding and delivery of transport services across a range of service areas including fleet management, home to school transport social services transport and public transport.

g. Information strategy: In 2000, we developed a Publicity and Information Strategy in consultation with operators and other key stakeholders. This was evaluated and reviewed during 2003/04 with formal consultation being carried out during 2004/05. A revised Bus Information Strategy has now been adopted and is included in LTP 2. Much progress has been made in delivering aspects of the strategy since 2000 and this has contributed to a customer satisfaction level about information on bus services of 72% as measured from our 2005 Citizens Panel questionnaire.

h. Rail: At the beginning of the Plan period, the rail services were provided by two franchisees; Arriva Trains Northern and GNER. During the Plan period the franchises were renewed with the Arriva Trains Northern franchise being split into a Trans-Pennine network and Northern Rail. During the Plan period, the following have been the most significant rail based developments:

Whitby Bus Station
a) **Harrogate Line:** The Harrogate line has maintained sustained growth since 2001 of 47%. The introduction of an additional peak hour service, extension of two Leeds to Horsforth trains to Knaresborough and speeding up of the route following engineering improvements in Arthington tunnel generated growth of 28% in 2004/05.

This success is causing ever increasing serious overcrowding in the morning peak hours arriving in Leeds and the evening peak hours departing from Leeds. Overcrowding also occurs to a lesser extent going into York in the mornings and leaving York in the evenings, which the Council is working in partnership with West Yorkshire Passenger Transport Executive and City of York Council to address.

b) **Esk Valley Community Rail Partnership:** North Yorkshire County Council holds a seat on the Executive Committee of the Esk Valley Railway Development Company (EVRDC), which is registered as a not for profit company with charitable status. Its basic aim is the development of the Esk Valley Railway and the communities that it serves, with a long-term vision of developing innovative forms of local management of the railway and complementary modes of transport.

The EVRDC initiated a residents’ railcard which offers a third off the normal fare. This is aimed at attracting local residents to use the railway and thus increase revenue. For 2006, the area qualifying for residential status is being enlarged to include all of the Scarborough, Ryedale and Hambleton districts of North Yorkshire, and part of the Tees Valley authorities.

In addition, the EVRDC in association with Northern, operate an additional Friday evening return service between Middlesbrough and Whitby which is marketed as a ‘beer and music’ train. As well as attracting additional business solely for the event, it also provides a later opportunity to travel to Whitby from both London and Edinburgh leaving at 1730hrs, and is thus aimed at the weekend market. The Friday additional train operates from mid July to early September each year.

The EVRDC works in conjunction with the North Yorkshire Moors Railway who operate steam trains into Whitby during the summer months. This generates considerable additional business for the Esk Valley Railway.

2.2.27 **Access for Disabled People (Appendix E)**

2.2.28 **Public Transport**

2.2.29 For many people with disabilities or other access difficulties, public transport is the only means of travel available to them. It is important in ensuring ‘whole journey’ access for people with mobility problems that both the public transport services and infrastructure are accessible for all.

a) **Information:** The first step in using public transport is ensuring that people have access to information on service availability and timetables. We ensured that this information was available in a range of accessible formats and at locations that were convenient to disabled people and other people with mobility problems. This included area timetable books, an internet journey planner, Traveline telephone enquiry service, (which included a minicom service), clear and easy to read on-street information and network maps.

b) **Infrastructure:** In North Yorkshire, there are approximately 4,700 bus stops and nine bus stations. The Council adopted a policy of improving facilities at bus stops on a corridor basis to ensure that the main routes in the County were accessible to disabled people. The main improvements to assist accessibility consisted of hard standing areas for pedestrians,
raised (Kassel) kerbs to aid boarding of buses and where necessary footway improvements on the routes to the bus stops. In addition to these improvements, we also refurbished three bus stations during the period of LTP 1. These were located at Harrogate, Tadcaster and Whitby. These refurbishments included measures to ensure access to the bus station and bus boarding for disabled people.

c) Vehicles: As well as ensuring that bus stops and stations were accessible to disabled people, the Council sought to maximise the number of easy access vehicles used on routes in the County.

i) The County Council worked in partnership with operators to support the use of low floor, easy access buses on both subsidised and commercial services through Premier Contracts and Partnerships. Since 2001 the number of low floor buses operated by the four main operators in North Yorkshire has risen from 111 (41% of the total fleet) to 157 (67% of the total fleet).

d) Rail: During 2001 we commissioned consulting engineers to undertake accessibility audits of all 46 stations in North Yorkshire. This audit formed the basis of work to fulfil our commitment to improve access to at least half of the rail stations in the County.

i) Despite delays due to franchise re-definitions and changes it was possible to undertake improvements at 15 stations including all of the busiest stations in North Yorkshire. This represents 33% of stations in North Yorkshire and means we are on track to reach our target of 50% by 2007/08. Total expenditure to date from LTP funds and our rail industry partners is £2.2m.

2.2.30 Parking

2.2.31 The Council recognises that for many disabled people the private car remains the best and sometimes only suitable means of transport.

2.2.32 An integral part of the preparation of the 14 Town Centre Traffic Management Strategies (TMSs) was to review the dedicated parking provision for disabled motorists badge holders (in terms of location, number, design and pedestrian access). Where appropriate, this review was carried out in conjunction with the District Council (which is responsible for off road parking) to ensure that the whole of the public parking stock was considered together. Based on the outcome of the review, appropriate changes to the disabled parking provision were made as part of the implementation of the TMS.

2.2.33 In many cases the provision for disabled car motorists was found to be adequate, however, where appropriate the County Council provided or improved dedicated car parking spaces on the highway for orange/blue badge holders during the life of LTP. This was co-ordinated with improvements in car parks managed by District Councils and National Park Authorities.

2.2.34 The Council also adopted revised parking standards for new developments in 2003. These standards include a revised requirement for dedicated parking for people with disabilities at new developments.

2.2.35 Pedestrian Network

2.2.36 Nearly every journey has some pedestrian element to it. Ensuring that all people, including those with mobility problems, can navigate the pedestrian environment has been one of the key aspirations of LTP 1. This section gives details of action taken to enable greater mobility for users of the pedestrian network.
i. **Traffic Signal Controlled Crossings:** All new traffic signal controlled pedestrian crossings (Puffins, Toucans etc) provided since 2000 have been installed to the latest design standards and are therefore compliant with the requirements of the DDA. However, at the start of LTP 1 there were 166 existing traffic signal controlled crossings that did not meet modern standards. The Council initiated a programme of replacement or upgrading of these crossings to meet modern standards. By the end of 2003/04, all signal controlled crossings in North Yorkshire met the required standards for the DDA at a cost of £21k. These upgrades have removed the major barrier to mobility caused where pedestrian routes cross busy and/or high speed roads. The use of modern standards for crossings of this type will ensure that all of these crossing can be used by most members of the community.

ii. **Dropped Kerbs and Tactile Paving:** In addition to the signal controlled pedestrian crossings in North Yorkshire there are many thousands of other locations where people cross the road. In many cases because of the kerbs these were difficult to use by people with mobility difficulties. It is neither practical nor possible to provide dropped kerbs and tactile paving at all these locations. Through the TMS programme, comprehensive mobility audits to identify improvements for disabled access on key routes were undertaken and a programme of improvements identified and implemented. The Council initiated a programme of improving these crossing points which ran throughout the duration of LTP 1 and is carrying forward into LTP 2. In total, the County Council has spent over £1.5 million over the period of LTP 1 and provided almost 1,000 dropped crossings with tactile paving in more than 30 towns and villages across the County.

iv. As with the traffic controlled crossings the programme of dropped kerbs and tactile paving has reduced the barrier to peoples’ mobility caused by crossing roads.

v. In addition to the TMS approach and other improvements described above, the County Council and its partners carried out a number of major city/town centre refurbishments during the life of the first LTP. In all cases provision for disabled people (including parking) was an essential element of the design from the start of the process.

2.2.37 **Road Safety (Appendix F)**

2.2.38 Throughout LTP 1, we have sought to increase the level of local and countywide collaborative working with other agencies, such as Community Safety Partnerships, local police and fire officers and other groups who share our aim of making roads safer. 'Operation Siren', involving the three emergency services and road safety staff is an example where targeted activity at local 'hot spots' gives offending road users the option of roadside education as an alternative to being prosecuted. Locally, relationships with existing 'customers' such as schools and colleges are improving as a result of the increased staff resource. The creation of the two project officer posts has enabled us to increase the development of countywide initiatives, as well as providing a dedicated resource to supporting national campaign work.
2.2.39 The development of a Road Safety Strategy by the York and North Yorkshire Road Safety Partnership '95 Alive' was completed during 2005, and the Action Plan was launched early in 2006. This has now grown to 24 member organisations and an increasing level of collaborative working is becoming evident.

2.2.40 The Local Public Service Agreement (LPSA) funding amounting to £205k has made an important contribution towards our casualty reduction performance, as it has allowed us to target two specific casualty groups. Reductions in KSI casualties in these groups, motorcyclists and children travelling in cars are making a significant contribution to the overall reductions achieved, and have continued to demonstrate the advantages of both partnership working and data led activity. Examples of initiatives are given below:

a. Operation Halter: The high profile enforcement operation developed in conjunction with North Yorkshire Police, was established to tackle the unacceptable number of motorcyclist deaths and serious injuries. Joint analysis of the casualty data led to the identification initially of 14 routes where there was a history of motorcycle crashes, particularly those involving sports bikes, high speeds and no other vehicles. Previous attempts to tackle this situation using 'educational' methods had not been particularly successful, and combined with an increasing level of complaint from rural communities about noise, speed and severance of villages this led to the introduction of Operation Halter in 2003. The analysis revealed that excessive speed was a common factor in crashes and Operation Halter was established to provide high profile enforcement at weekends and at locations where the research had identified bikers were likely to be. By the end of 2005, motorcycle (over 125cc) KSI casualties had reduced by one third to 135 compared to 175 during 2003. 'Bikesafe', the initiative originally developed by the County Council and North Yorkshire Police in the late 1990s, and subsequently endorsed by ACPO as best practice, has been rolled out nationwide, and has continued to be supported by the County Council throughout LTP 1.

b. Child Casualties: Research undertaken during the preparation of LTP 1 showed that in North Yorkshire children were as likely to be injured when travelling by car as when walking or cycling. The research also indicated a widespread misunderstanding among the public that child safety seats and restraints are 'universal', and this needed to be constructively challenged. Regular sessions at clinics, health centres and other venues offer an
opportunity to provide informed expertise to help parents choose the most appropriate restraint for their motor vehicles. We have now trained in excess of 100 fire fighters to provide a local child seat checking service across the County and work continues to expand this facility. Using LPSA funding we were able to provide tours of the locally devised Theatre in Education (TIE) performance ‘Are we there yet?’ to primary schools.

2.2.41 Over the life of LTP 1, we have directed significant resources to our programme of local safety schemes which have resulted in substantial accident and casualty savings at the treated sites. Table 1 in the Road Safety Appendix provides details of the performance of the local safety schemes programme. A total of 350 schemes have been implemented at a cost of £10.5 million. These have resulted in average casualty savings of 38%.

2.2.42 Local Safety Scheme sites are selected as a result of our analysis of the road casualty database to identify routes, areas and junctions with the worst accident record. During the life of LTP 1, locations were ranked on the basis of cost per casualty saved and the severity ratio to ensure that schemes with a high rate of return are selected. This method of prioritisation has been further refined to better reflect our targets for fatalities and child KSIs as part of the new scheme prioritisation developed for LTP 2.

2.2.43 By retaining a central Accident Investigation and Prevention Team (AIP) we have ensured that we have engineers with the necessary expertise to investigate high risk locations wherever they may be in the County. Using the latest cluster, area and route analysis techniques we will continue to improve upon scheme identification, development and delivery to ensure that we continue to promote low cost, high benefit schemes against a background of reducing casualty numbers. Brief details of three typical schemes are given below, along with the casualty savings that have been realised:

a. A684 Brompton Road, Northallerton: A mini-roundabout was introduced at a cost of £153k at the junction of Quaker Lane with the A684. Quaker Lane is a busy road used to avoid congestion in the town centre and to gain access to the industrial area to the north of Northallerton. A relatively high number of casualties were being caused by motorists driving into the back of a vehicle waiting to turn right or waiting in a queue behind a vehicle waiting to turn right from the main road into Quaker Lane. The introduction of the mini-roundabout has increased motorists’ awareness that they may have to stop and has reduced congestion at the junction. Casualties reduced from an average of 5.3 per year to 0.67 per year after the implementation of the scheme.

b. A6108 Skeeby Traffic Calming Scheme: This section of the A6108 is the main route for vehicles between Richmond and the A1 at Scotch Corner. A relatively high number of collisions were recorded on the south-western approach to the bridge on the A6108 at Skeeby, due to motorists driving into a vehicle waiting to cross the bridge which is not wide enough for two vehicles to pass. Giving priority to northbound traffic reduced the potential of stationary vehicles. A 30 mph speed limit, with associated speed cushions, was introduced through Skeeby village together with priority signing at a bridge to the east of the village at a cost of £51k. The traffic calming measures forced the driver to approach the bridge at a lower speed that was also more appropriate for the speed of the village. The three year average of 4.3 casualties a year before implementation has been reduced to an average of 0.67 per year since.

c. A59 Bolton Bridge Roundabout Local Safety Scheme: Bolton Bridge Roundabout is located on the A59 Principal Road between Harrogate and Skipton and was a “high risk accident” site. The main problem
was that drivers from Skipton were failing to appreciate the presence of a roundabout and as a result colliding with street furniture and/or the roundabout and in some instances overturning their vehicle. Various signing and lining measures at a cost of £29k were introduced at the Bolton Bridge Roundabout to improve safety. Prior to the introduction of the scheme a three year average of 8.3 casualties was occurring, this has reduced to two per year.

2.2.44 Cycling

2.2.45 The key achievements during LTP are the development of 20 Local Cycle Plans with a further three at various stages of development. 12 of the Cycle Plans are town based and are an integral part of comprehensive Town Centre Traffic Management Strategies with a further six being stand alone Plans. Two of the Plans are area based covering the North York Moors and Yorkshire Dales National Parks. The Plans were developed involving working groups and workshops involving stakeholders followed by public consultation. The town based Plans aim to identify cycle networks linking origins and destinations of existing and potential cycle movements, for example housing to shops, schools, employment. They identify a variety of facilities including both on and off road cycle lanes and tracks, signed advisory routes, cycle parking facilities, stands and lockers and when/where appropriate, publicity of facilities.

2.2.46 Significant progress has been made during the LTP period on the implementation of the Cycle Plans, particularly those approved in the early stages of the LTP. In most cases the size of towns in North Yorkshire and volume of traffic on the road has meant that we have not needed to introduce long lengths of off-carriageway routes or on-carriage lanes. Rather by adopting an approach of route signing accompanied by limited physical improvements at pinch points and potential danger points on the existing highway network we have provided comprehensive usable networks for cyclists at a significantly reduced cost. It has only been necessary to introduce over 17km of off road cycle routes and 15km of on road cycle lanes across the County. The schemes across the County have been introduced at a cost of £4.164m.
b) Worked closely with the National Parks on bike bus schemes, contributed to the Moors to Sea Cycle Route and associated publicity via leaflets and web based information and the Yorkshire Dales Cycle Tourism Strategy;
c) Jointly funded with the Countryside Agency the North Yorkshire section of the National Byway.

2.2.48 The above partnerships have introduced in excess of 200km of signed advisory routes.

2.2.49 In addition to the above, 9km of cycle paths were constructed at Catterick Garrison by the MoD. We have enhanced this project by extending the network to Risedale School and Colburn Village where key services are located.

2.2.50 Where the implementation of Cycle Plans are well advanced there has been an increase in cycling activity. In Section 2.1.45 we highlighted the increased levels of cycling where substantial lengths of the local network have been completed. In addition, recent schemes implemented in Filey have also shown an increase of 70% in cycling from 2004 to 2005.

2.2.51 Additionally, whilst increasing cycling activity, cycle related accidents over the period of the LTP have fallen accordingly. The statistics show that in 2001 there were 165 recorded accidents (fatal, serious or slight) involving cyclists whilst in 2005 this was recorded at 111, a reduction in excess of 30%.

2.2.52 Pedestrians (Appendix H)

2.2.53 The Local Transport Plan proposed a comprehensive assessment of pedestrian needs through the development of Pedestrian Action Plans for areas within the County. The majority of the Plans have been developed through the Traffic Management Strategy (TMS) process. The development of the TMS takes into account the road hierarchy identified in the first local transport plan, which places pedestrians as the highest priority. In total over the period of LTP 1, we invested £4.924m on pedestrian schemes with additional monies spent on specific mobility improvements for disabled people.

2.2.54 The Council has implemented a number of schemes from the Pedestrian Action Plans. For example, in Great Smeaton we constructed a link from a housing estate to a school and other community facilities. The scheme involved construction of 90m of footway and the installation of a puffin crossing on the A167. Over the life of the Plan there has been over 20km of new or improved footways constructed. There has also been a total of 105 light controlled crossings and over 2,100 dropped kerb crossings introduced to complete links or create new links to attractors/generators.
Comprehensive pedestrian/environmental improvements have been carried out in a number of towns. For example, in Harrogate town we extended the pedestrianised area to include Montpellier Quarter; in Ripon we worked closely with the Borough Council and joint funded, along with 75% Heritage Lottery funding, the refurbishment of the Market Place. This involved removing 50% of the car parking area on the Market Square to provide a high quality pedestrian area which is now used for events and other community activities; we also refurbished Kirkgate and Minster Road linking the Market Place to the historic Cathedral. The work in Ripon has been a catalyst for inward investment in the City following a long period of decline.

2.2.56 Freight (Appendix I)

2.2.57 The appointment of a dedicated Freight Officer was in itself an achievement, and proved critical to taking forward its Sustainable Distribution Strategy and in delivering the achievements. Examples of which are described below:

Freight Quality Partnerships (FQP):

a) Sutton Bank Freight Quality Partnership: Established in 2003 to address the longstanding problem of heavy goods vehicles being unable to successfully negotiate Sutton Bank on the A170 near Thirsk. “Sutton Bank is on an important route for freight, so reducing the number of delays is a high priority. We welcome the spirit of improved co-operation that is resulting in the new approach to this on-going problem”.

- Road Haulage Association (on the Sutton Bank FQP)

Key Achievements:
- A significant data collection exercise;
- A comprehensive and detailed series of lorry trials
• Detailed investigation of a series of possible engineering solutions to the problem
• A targeted marketing and information campaign.

b) Settle Freight Quality Partnership: This was established in response to the significant flows of quarry traffic running through the town centre (typically 500 HGVs a day) and to investigate ways of minimising its impact on the town, without compromising the economic viability of the local quarries.

Key Achievements:

i) Settle Sleep zone;
ii) Routing of Giggleswick Quarry vehicles;
iii) Reduced volumes of HGV traffic through the town.

c) Timber Freight Quality Partnership: Approximately 100,000 tonnes of timber are felled in North Yorkshire annually. This FQP was established to reduce the impact of timber transport on sensitive communities and to encourage the use of a more appropriate road network:

Key Achievements:

i) Timber Extraction Map;
ii) Better working relationship;
iii) Timber Haulage Routes.

2.2.58 There is little doubt that through closer working relationships with industry there has been an increased appreciation of the needs of, and the impact on, the road freight industry.

2.2.59 In addition, FQPs have provided a voice for local communities in highlighting and then helping identify solutions for resolving often contentious problems. Engaging directly through the Freight Quality Partnership (FQP) process has encouraged a more open dialogue with local communities and the freight industry over freight issues generally.

2.2.60 This in turn has led to an increased understanding and greater empathy for those traditionally on opposing sides of the argument in relation to freight related problems, eg the Settle Freight Quality Partnership.

2.2.61 Additional information on the projects and initiatives referred to here can be found in the Freight Appendix I.

a. Food Miles: www.northyorkshirelocalfood.co.uk.
   This was a County Council corporate initiative to promote local food, with a website produced to make the process of buying local produce easier.

b. Freight Travel Plans: FTPs are primarily

up the Bank;

What's the Problem?

- On average, 2 goods vehicles per day experience up to 4 hr delays ascending the bank.
- On average, over 120 goods vehicles per year fail to make the ascent and require police assistance to proceed.

Advice on how to drive up Sutton Bank

At the bottom, engage a suitably low gear that provides flexibility to increase or decrease speed without further gear changes AND remain in that gear until you are certain you have reached the top by the National Park Centre.

When to avoid Sutton Bank

- It is wet, icy or snowbound (conditions are made worse during the Autumn by leaf fall).
- You are not familiar with Sutton Bank.
- Your vehicle has a low power to weight ratio.
- You are driving a fully laden articulated goods vehicle.
- There is little weight over the drive axle.
- Local signs indicate it is blocked.

Do

- Stop the vehicle.
- Call for assistance.
- Use emergency light if safe to do so.
- Ensure your vehicle is visible - use hazard warning lights.
- Ensure you are visible - use high visibility clothing.

Do Not

- Reverse uncontrolled.
- Endanger other road users.

What to do if you encounter problems and become stuck?

Alternative routes to Scarborough

- From North
  - A177 from Giggleswick, A6174, A664, A64, A652.
- From South
  - A177 to Giggleswick, A6174, A664, A64, A652.

Route Planning

North Yorkshire Police

Sutton Bank Poster

Sutton Bank Thirsk A170

56
aimed at freight generators. With the co-operation of the developer, they consider the impact of the developer's freight generating activities and working with the developer, identify more sustainable methods of distribution.

Key Achievements:

i) British Gypsum: British Gypsum (BG) was looking to expand its Sherburn in Elmet plasterboard manufacturing facilities. We worked with the developer and the local community, and an agreement was reached to deliver the raw material desulphogypsum (DSG) by rail to within three miles of the plant. BG also agreed to a Freight Travel Plan to minimise the impact of the movement of raw materials into BG. This included establishing a partnership with local residents and the identification of a designated freight champion within BG along with an agreed route.

c. Modal Shift: Throughout the early years of LTP 1, the Council concentrated its efforts on pursuing opportunities for modal shift. One of the key achievements included:

Key Achievements:

i) Cam Woodland Rail Initiative: Since November 2001, the Council has led on a scheme transporting 50,000 tonnes of timber out of the Yorkshire Dales transferred from road to rail using the Settle to Carlisle Railway Line. With partners including Hanson Aggregates, timber representatives, the Yorkshire Dales National Park Authority and rail-freight companies, the initiative was hampered by the withdrawal of the Freight Facilities Grant, but there is still a collective desire to see the project succeed.

2.2.62 Lorry Routing: The efficient movement of road freight is critical to business competitiveness. Equally, the appropriate routeing of lorries is of key concern to local communities. Mindful of the needs of all stakeholders, the Council has produced a lorry routing database, which identifies locations of weight restrictions on the County’s A and B route network. This asset is available on the NYCC website.

2.2.63 Development and Land Use Planning

2.2.64 Many of the achievements linked to developer funding are located on a large number of small sites. However, the following developer funded schemes are worthy of individual mention:

a) Catterick Garrison Millennium Cycleway network: The County Council worked closely with the Ministry of Defence and Defence Estates to establish the Catterick Garrison Millennium Cycleway network. Initial funding from military sources was in excess of £1,000,000. An extensive network of cycle routes throughout the Catterick Garrison administrative area serving both the military and civilian communities was created. Routes are on both Highway and MoD property and the Council have adopted the routes on highway land. Extensions to the core network have been sought as developments in the area have brought forward opportunities.

b) Selby Bypass Additional Roundabout: Working with partners, who included the Highways Agency and developers, the Council has secured an additional roundabout on the Selby Bypass into the site to facilitate regeneration of the Selby Business Area. Links to the Selby Business Area provided good access for pedestrians and cyclists but were unsuitable for modern commercial traffic. The existing rail links to the site are also well
placed for expansion.

c) Stokesley Library/extra care: Developer funded facilities have improved two pedestrian routes to the town centre from this area of Stokesley. Whilst primarily of benefit to library users and residents of the extra care centre, the improvements have removed a narrow section of footway between major residential areas and the town centre.

d) Ripon College: This redevelopment of the former Ripon College campus on the outskirts of the city’s historic core includes an extensive network of footways and cycleways to encourage residents to travel to the town centre by modes other than car.

e) Catterick Garrison Traffic and Transport Group: The level of development and the potential for future development through the Army’s Long Term Development Framework had led to the forming of a joint working group between County Council officers and MoD staff. This enables issues of mutual interest to be progressed. These include

i) The Catterick Traffic Model for the wider Catterick Garrison area, which has been jointly funded. Both parties will be able to use the model to help with development planning.

ii) The Catterick Garrison Travel Plan. This is an overarching document, with its support now included in the Standing Orders for the Garrison. All new military developments add to the overall plan assessing the needs of individual sites.

iii) Single Living Accommodation Modernisation (SLAM) Redevelopment at Marne Barracks. This has included improved passenger transport facilities and an extensive network of cycleways within the barracks linking the new living accommodation with work areas and the guard house.

2.2.65 Structures (Appendix K)

2.2.66 We have been able to strengthen and extend the life of structures throughout the County, thus assuring that over 90% of the network is available for use by vehicles of 40/44 tonnes and public service vehicles.

2.2.67 In 2000, it was predicted that 222 structures would require strengthening from a stock of 1,454 structures. The actual number to be strengthened is currently expected to be 380 and the bridge stock has grown to 1,521. A typical example is included below:

2.2.68 The strengthening of this ex-railway bridge allowed the re-alignment of the road junction, a junction improvement and the re-opening of the route to normal unrestricted use by buses. The bridge and the approaches had been the scene of many road traffic collisions in the past due to the steep and difficult bends on the way onto the bridge from the east side. By lowering the bridge deck and altering the road junction, we were able to span the road to a mini
roundabout, removing the poor road alignment and a weak bridge.

2.2.69 We have achieved sustainability by using innovative methods of adapting existing structures to carry more load and extend their useful life and recycled materials.

2.2.70 The problems associated with retaining walls are being tackled. There are significant numbers of these throughout the County and in the last two years of LTP 1 an asset register of walls has been prepared collecting data which will be used to generate a programme of essential strengthening and repairs.

2.2.71 **Strengthening and Maintenance Works:**

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Cost (£k)</th>
<th>Strengthened</th>
<th>Maintained</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000/01 to 2005/06</td>
<td>£25,579</td>
<td>271</td>
<td>82</td>
</tr>
</tbody>
</table>

Ashfoldside Public Rights Of Way – 'Typical example of replacement foot/bridleway bridge

---

*Hen Gill Bridge - Typical rural strengthening*
2.3 Have The Key Aims And Objectives Of The Plan Been Achieved?

2.3.1 The Council has made demonstrable progress across the range of LTP aims and objectives as set out in Section 1. Table 2.7 below illustrates the extent of this progress using a number of typical schemes and initiatives. Section 4 describes in more detail the progress we have made towards core and local indicators.
<table>
<thead>
<tr>
<th>Objective</th>
<th>Example Schemes</th>
<th>Outcome</th>
<th>Extent To Which Aim Met</th>
</tr>
</thead>
<tbody>
<tr>
<td>To promote social equality by providing genuine choices of travel mode which meet the travel needs of the socially and physically disadvantaged</td>
<td>Refurbishment of Whitby, Tadcaster and Harrogate Bus stations</td>
<td>Upgrade of passenger waiting facilities, attractive modern designs, low floor bus boarders, improved passenger information, CCTV for passenger safety, provision of cycle racks</td>
<td>✓ ✓ ✓ ✓ ✓</td>
</tr>
<tr>
<td></td>
<td>Infrastructure improvements on 33 key bus corridors</td>
<td>Improved publicity, low floor bus boarders, passenger shelters.</td>
<td>✓ ✓ ✓ ✓ ✓</td>
</tr>
<tr>
<td></td>
<td>Introduction of 6 premier specification contracts</td>
<td>Improved quality in terms of accessibility, reliability and image</td>
<td>✓ ✓ ✓ ✓ ✓</td>
</tr>
<tr>
<td></td>
<td>Improved access at 15 stations</td>
<td>Improved access for rail users</td>
<td>✓ ✓ ✓ ✓ ✓</td>
</tr>
<tr>
<td></td>
<td>Bus stop infrastructure improvements in 14 Market Towns</td>
<td>Increased awareness, improved publicity, low floor bus boarders, passenger shelters</td>
<td>✓ ✓ ✓ ✓ ✓</td>
</tr>
<tr>
<td></td>
<td>Rural Bus Challenge Schemes</td>
<td>Improved accessibility through innovative projects</td>
<td>✓ ✓ ✓ ✓ ✓</td>
</tr>
<tr>
<td></td>
<td>Community transport strategy</td>
<td>Provides a framework for capacity building in the community and voluntary transport sector</td>
<td>✓ ✓ ✓ ✓ ✓</td>
</tr>
<tr>
<td></td>
<td>Publicity and information strategy</td>
<td>Provision of telephone and internet journey planning, county wide public transport timetables and route maps, on street displays</td>
<td>✓ ✓ ✓ ✓ ✓</td>
</tr>
<tr>
<td></td>
<td>Footway Maintenance schemes</td>
<td>Removal of trips, improved surface quality, introduction of ‘dropped’ crossings, improved image</td>
<td>✓ ✓ ✓ ✓ ✓</td>
</tr>
<tr>
<td></td>
<td>Implementation of Cycle Plans</td>
<td>Improved accessibility, in particular for those people without access to a car</td>
<td>✓ ✓ ✓ ✓ ✓</td>
</tr>
<tr>
<td></td>
<td>Implementation of Pedestrian Action Plans</td>
<td>Improved accessibility, in particular for those people without access to a car</td>
<td>✓ ✓ ✓ ✓ ✓</td>
</tr>
<tr>
<td></td>
<td>Disabled Audits of footway networks in towns and implementation of proposals</td>
<td>Improved accessibility for the mobility impaired</td>
<td>✓ ✓ ✓ ✓ ✓</td>
</tr>
<tr>
<td></td>
<td>To ensure that all traffic signal facilities meet the needs of disabled people</td>
<td>All traffic signals installations compliant with DDA requirements by October 2004 resulting in improved accessibility for disabled people</td>
<td>✓ ✓ ✓ ✓ ✓</td>
</tr>
<tr>
<td></td>
<td>Bridge strengthening</td>
<td>Ensures more widely available public transport</td>
<td>✓ ✓ ✓ ✓ ✓</td>
</tr>
<tr>
<td>Objective</td>
<td>Example Schemes</td>
<td>Outcome</td>
<td>Extent To Which Aim Met</td>
</tr>
<tr>
<td>-----------</td>
<td>--------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>To limit traffic growth by reducing the need to travel and develop alternative non-car travel modes</td>
<td>Implementation of Cycle Plans Implementation of Pedestrian Action Plans</td>
<td>Provision of safe alternate mode of travel to the private car Provision of safe and direct footway networks linking housing/shops/education/employment and leisure to encourage people to walk relatively short distances in preference to using the private car</td>
<td>✔</td>
</tr>
<tr>
<td></td>
<td>Disabled Audits of footway networks in towns and implementation of proposals</td>
<td>Improved footway networks that provide easy and safe access for the mobility impaired</td>
<td>✔</td>
</tr>
<tr>
<td></td>
<td>To introduce school travel plans in at least 15% of schools</td>
<td>Reduced amount of children coming to school by car as evidenced by ‘Hands Up’ surveys</td>
<td>✔</td>
</tr>
<tr>
<td></td>
<td>To introduce workplace travel plans in at least 15% of large employers</td>
<td>12 workplace travel plans introduced mainly as a result of development control process resulting in increased opportunities for work related travel by non-car modes</td>
<td>✔</td>
</tr>
<tr>
<td></td>
<td>Bridge Strengthening</td>
<td>Unrestricted routes allow economic bus usage and promotes modal shift from car to bus and links to trains</td>
<td>✔</td>
</tr>
<tr>
<td></td>
<td>Footway Maintenance schemes</td>
<td>Removal of trips, improved surface quality, introduction of ‘dropped’ crossings, improved image.</td>
<td>✔</td>
</tr>
<tr>
<td></td>
<td>Carriageway Maintenance schemes</td>
<td>Removal of potholes, improved surface quality, introduction of low noise surfacing, improved image.</td>
<td>✔</td>
</tr>
<tr>
<td></td>
<td>To introduce traffic management strategies in market towns and coastal resorts and to deliver the associated implementation plans</td>
<td>By the end of March 2006, there were 14 adopted strategies each with a co-ordinated package of measures aimed at promotion of mobility for all road user and social groups, improvements to bus passenger facilities, improved pedestrian links and cycle facilities, safety improvements and better management of car borne traffic movements and parking</td>
<td>✔</td>
</tr>
<tr>
<td></td>
<td>Bridge Maintenance</td>
<td>Keeping up the functionality of the structures limiting the number traffic restrictions and ensuring the safety of the user</td>
<td>✔</td>
</tr>
<tr>
<td>Objective</td>
<td>Example Schemes</td>
<td>Outcome</td>
<td>Extent To Which Aim Met</td>
</tr>
<tr>
<td>-----------</td>
<td>----------------</td>
<td>---------</td>
<td>------------------------</td>
</tr>
<tr>
<td>Economic Prosperity</td>
<td>Community life</td>
<td>Safety</td>
<td>Environment</td>
</tr>
<tr>
<td>To minimise the adverse impact of traffic on the environment, particularly with regard to noise and air pollution</td>
<td>Carriageway Maintenance schemes</td>
<td>Removal of potholes, improved surface quality, introduction of low noise surfacing, improved image</td>
<td>✓</td>
</tr>
<tr>
<td>Implementation of Cycle Plans</td>
<td>Provision of safe alternate mode of travel to the private car</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Implementation of Pedestrian Action Plans</td>
<td>Provision of safe and direct footway networks linking housing/shops/education/employment and leisure to encourage people to walk relatively short distances in preference to using the private car</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>To introduce an initiative to address community concerns about the noise pollution and community disruption caused by motorcycles</td>
<td>Operation Halter delivered in partnership with North Yorkshire Police was aimed at high risk routes prone to speeding motorcycles with particular attention paid to speeding through villages</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Establishment of Freight Quality Partnerships (FQP)</td>
<td>FQPs have been successful in re-routing traffic away from local communities, and other sensitive parts of the network</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Introduction of the lorry routing database</td>
<td>This was designed to keep goods vehicle traffic off inappropriate routes</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>To provide a quality public transport system for as many residents as possible, which recognises the importance and impact of tourism in the County</td>
<td>To introduce a package of bus improvements as part of the delivery of traffic management strategies</td>
<td>Improved bus passenger waiting facilities delivered as part of 14 TMS implementation plans including raised kerbs and improved bus shelters and timetable information</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>To introduce improvements on the main transport corridors into Harrogate and Knaresborough</td>
<td>Bus priority, improved waiting facilities and GPS introduced resulting in an increase in bus patronage, service frequency and new fleet of 'state of the art' buses</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>To introduce improvements for coach traffic in Scarborough and to enhance the park and ride facility</td>
<td>Provision of dedicated drop-off and pick-up points has catered for increasing amount of coach traffic resulting in an award for promoting coach tourism from the Confederation of Passenger Transport. Usage figures at Weaponness Park &amp; Ride site are now over 300,000 per annum</td>
<td>✓✓</td>
</tr>
<tr>
<td>Objective</td>
<td>Example Schemes</td>
<td>Outcome</td>
<td>Extent To Which Aim Met</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------</td>
<td>----------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>To reduce the number and severity of casualties arising from road accidents in the County</td>
<td>Carriageway Maintenance schemes</td>
<td>Removal of potholes, improved surface/ride quality and skid resistance, introduction of low noise surfacing, improved image</td>
<td>✓</td>
</tr>
<tr>
<td>Implementation of Cycle Plans</td>
<td>Provision of safe alternate mode of travel to the private car. Cycle related personal injury accidents in the County have reduced over the LTP period</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Implementation of Pedestrian Action Plans</td>
<td>Provision of footway networks with provision of safe crossings of the highway improves safety for pedestrians</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Disabled Audits of footway networks in towns and implementation of proposals</td>
<td>Improved footway networks that provide easy and safe access for the mobility impaired</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>To introduce an initiative to tackle the problem of motorcycle KSIs</td>
<td>Operation Halter delivered in partnership with North Yorkshire Police made a significant contribution to a one third reduction in motorcycle KSIs.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>To introduce an initiative to address the high number of child casualties in cars</td>
<td>Seat belt and child restraint education and enforcement campaign delivered in partnership with North Yorkshire Police achieved an 8% increase in seat belt and child restraint use at targeted sites.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>To develop educational resources to address the high number of child casualties in cars</td>
<td>&quot;Are We There Yet?&quot; Theatre in Education production developed for Key Stage 2 pupils and over 90 performances delivered. On line supporting teaching resource produced, raising awareness amongst vulnerable groups, contributing to reductions in road casualties</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>To develop an educational resource to address the high number of young people killed and injured in cars</td>
<td>'Drive Alive' multi-agency event developed for use in secondary schools and colleges to encourage responsible attitudes to car ownership and driving</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>To encourage children’s involvement in road safety activities in primary schools</td>
<td>The Junior Road Safety scheme has been introduced to about 1 in 4 of the County’s primary schools so far, resulting in raised awareness of the importance of road safety amongst vulnerable groups</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>To reduce casualties through a programme of local safety schemes</td>
<td>£10.5m spent on delivering 350 local safety schemes with an average casualty reduction performance of 38%</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Objective</td>
<td>Example Schemes</td>
<td>Outcome</td>
<td>Extent To Which Aim Met</td>
</tr>
<tr>
<td>-----------</td>
<td>-----------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td></td>
<td><strong>Achievement Of LTP Aims And Objectives</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Objective</strong></td>
<td><strong>Example Schemes</strong></td>
<td><strong>Outcome</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Economic Community Safety Environment Equality and Prosperity life Opportunity</strong></td>
<td><strong>To facilitate opportunities for economic regeneration and growth and the sustainable movement of goods</strong></td>
<td><strong>Removal of potholes, improved surface/ride quality and skid resistance, introduction of low noise surfacing, improved image</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Bridge Strengthening and Maintenance</strong></td>
<td><strong>Improving the condition and functionality of the structures on the network ensuring safer travel and transportation of goods</strong></td>
<td><strong>Economic Community Community Community Community Community Community</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Introduction of the lorry routing database</strong></td>
<td><strong>The removal lorries from inappropriate parts of the road network</strong></td>
<td><strong>Economic Community Community Community Community Community Community</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Freight Quality Partnerships (FQP)</strong></td>
<td><strong>These have been successful in mitigating the impact of lorries, whilst at the same time, not damaging economic viability, eg Settle and Timber FQPs</strong></td>
<td><strong>Economic Community Community Community Community Community Community</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Food Miles</strong></td>
<td><strong>Emphasis has been on promoting local goods and services, so contributing to the local economy and reducing lorry miles</strong></td>
<td><strong>Economic Community Community Community Community Community Community</strong></td>
</tr>
</tbody>
</table>
2.3.2 Promoting Economic Prosperity

2.3.3 Recognising the balance that needed to be struck between the environment and economy, our approach was to pursue policies which promoted the economy and which at the same time, either actively enhanced the (natural and built) environment, or ensured that least damage was done.

2.3.4 For example, part of our Travel Awareness Strategy was to assist local employers in identifying and accessing labour. We worked closely with a number of major employers in this respect. Refer to Section 3 and the Travel Awareness Appendix for more details. In addition, one of the central foundations of our Freight Strategy was the promotion of local goods and services and we worked closely with our Economic Development colleagues in this respect. Lorry routeing was another initiative designed to contribute to maintaining an efficient road network and minimising delay and disruption to the road haulage industry. Refer to Proforma B, Section 2 and the Freight Appendix I. Contributing to this aim was our approach to bridge strengthening where the strengthening of structures was carried out precisely to ensure that local (often rural) communities were not disadvantaged and to facilitate the growth of the rural economy. In fact, the local target of achieving 90% of bridge stock available for 40 tonne HGVs was achieved early and a more stretching target set. It was also linked to the routeing of heavy lorries and in particular, timber lorries and quarry traffic both key to the viability of the rural economy with the strategy ensuring that vehicles, where possible, were routed away from towns and villages. For example Penny Bridge in Settle, which contributed to the removal of quarry lorries from Settle town centre.

2.3.5 Improving Community Life

2.3.6 In LTP 1 it was recognised that many bus services in the County were operated commercially and that operators intended to continue to increase the provision of accessible services by providing further high specification vehicles. We committed to support these developments by ensuring that bus stops and interchanges are provided to a standard that improves the effectiveness of accessible vehicles through a programme of improvements to create easily accessible boarding facilities, including quality bus shelters and lighting at each main boarding and alighting point in villages and towns throughout North Yorkshire. In relation to freight, we succeeded in hitting our targets for establishing three Freight Quality Partnerships, which proved so important in achieving positive outcomes for communities such as Settle. This target was subsequently stretched and again achieved.

2.3.7 Improving Safety

2.3.8 In relation to safety, the Local Transport Plan signalled a step change in the delivery of significant achievements in road casualty reduction, with the targeting of effort specifically towards those areas and road user groups identified as vulnerable or at risk.

2.3.9 Key outcome targets have been met, stretched and exceeded ahead of national trends, and this in no small part has been down to effective collaborative
working with key partners, such as North Yorkshire Police. For example, excellent progress was made towards achieving both the original and stretched KSI (Killed or Seriously Injured) targets with KSIs reduced to 697 from 1,037 (over 32% reduction), and child KSIs reduced to 51 from 108 (a 53% reduction). This means that 340 people who may otherwise have been killed or seriously injured have avoided the pain, grief and suffering that would have resulted from their involvement in a crash. The number of slight casualties has also fallen to 2,536 from 2,947, a decrease of almost 10%. Our target was not to exceed the slight injury total in line with the baseline, since over a ten year period this would represent a reduction when compared with the increase in traffic over the same period. Data led schemes and initiatives have made a significant contribution to the performance against the casualty reduction targets.

2.3.10 Protecting and Enhancing the Environment

2.3.11 With two National Parks, three Areas of Outstanding Natural Beauty (AONB), over 12,000 listed buildings and a World Heritage Site in the shape of Fountains Abbey, one of the hallmarks for which North Yorkshire is renowned is its high quality natural and built environment. As well as a vital asset in its own right, the Council has worked hard to ensure that this aim was achieved, given the key role it plays in terms of tourism and the local economy.

2.3.12 From increasing modal choice to working closely with District Councils to ensure that pollution from motor traffic did not compromise local air quality, we have worked hard to ensure that this aim was achieved. For example, implementation of key elements of the Council’s Freight Strategy was successful in removing significant numbers of (mainly quarry) traffic out of Settle town centre, and the extensive programme of traffic management through the Town Centre Strategies (TMS) succeeded in keeping traffic free flowing. In addition, our Travel Awareness strategy, which included personalised journey planning initiatives and the promotion of sustainable modes such as walking and cycling, all contributed to increased modal choice for local communities across North Yorkshire. Of critical importance also were the demand management measures such as our parking strategy for on-street parking in Harrogate and Scarborough, and the active promotion of public transport, such as Dalesbus in the National Parks that contributed so significantly to restraining traffic growth in these key areas. All of these measures contributed significantly to helping us achieve our local targets of limiting traffic growth in the major towns and the Yorkshire Dales National Park.
2.3.13 Moreover, involving the District Councils in the traffic management strategies, and the close co-operative working with them through the North Yorkshire Air Quality Liaison Group, has also proved pivotal in ensuring that air quality problems were identified and actions taken to address them at the earliest possible stage.

2.3.14 We have also worked corporately on projects and initiatives to raise awareness and address the wider problems of climate change. For example, we produced a car-share database for council staff in Northallerton, which was subsequently expanded to cover other local employers. Refer to Proforma B for a more detailed description of these and other policy measures.

2.3.15 Promoting Social Equality and Opportunity

2.3.16 Predominantly rural authorities such as North Yorkshire present their own sets of problems in relation to social exclusion and lack of access to key services, with pockets of deprivation often difficult to identify surrounded as they are by areas of apparent affluence.

2.3.17 To make matters worse, prior to 2000 there was very little funding available for public transport infrastructure. Throughout LTP 1, the Council invested significantly in increasing travel choice and improving accessibility especially in rural areas. For example, over the five years we invested £26m of revenue (including rural bus challenge), approximately £8.4m of capital and £3m from the Countryside Agency in developing a robust public transport network. The significant improvements made to public transport infrastructure and services have contributed strongly to achieving this aim. Section 2 and Proforma B describe the approach in greater detail.

2.3.18 We also developed a Strategy for People with Disabilities to accompany LTP 1. The purpose of the Strategy was to improve overall mobility for residents with disabilities in order to improve social equality, allowing them to participate more fully in the communities within which they live and work. Further details of the Strategy are included in Proforma B, which forms Section 5 of this Delivery Report. Additionally, recognising the important role they played in promoting social equality and opportunity for other vulnerable groups such as the young and unemployed, we were active in supporting innovative schemes such as Wheels to Work. Refer to Section 3 for specific details.
2.4 What Has Worked Well And Might Be Repeated

2.4.1 This section provides details of some of the most significant initiatives which in combination have allowed us to deliver high standards and make continuous improvement across all areas of service delivery. Recognising this step change in performance, we were classed by the Department for Transport (DfT) as a top performing transport authority, and were awarded £4.2m in extra funding during the life of LTP 1.

2.4.2 Traffic Management Strategies

2.4.3 The Town Centre Traffic Management Strategy (TMS) approach to transport strategy development and implementation has been hugely successful and is well supported by local communities, especially for the way we involve and engage residents and local stakeholders in problem identification and option testing.

2.4.4 The development of TMSs has allowed a more strategic and integrated approach to problem identification and transport provision in individual towns. Additionally, it has provided a mechanism for the integration of transport with land use planning. For example in Malton/Norton the preparation of the Local Development Framework by Ryedale District Council is fully integrated with the TMS to ensure that transport provision supports forthcoming LDF policies and vice versa.

2.4.5 It has also created the right conditions for much closer integration of provision across all modes. For example, in Tadcaster improvements to the Bus Station were combined with a package of measures to improve facilities for pedestrians, cyclists and taxis.

2.4.6 Overall the success and support of the TMS approach has been so significant that it has formed the basis of the key means of identifying local transport related problems and solutions in LTP 2. Further details of this can be found in Appendix C and Chapter 4 of LTP 2.

2.4.7 Partnership Working

2.4.8 The range of issues that need to be addressed by transport and the number of bodies responsible for transport provision means that it is not possible for a single organisation working in isolation to undertake all the necessary interventions. Clearly in order to provide a truly integrated transport system the County Council needed to work in partnership with other organisations. A number of significant examples of good partnership working that are being taken forward into LTP 2 are included below:

a. Road Safety: Throughout LTP 1 the County Council worked closely with the Police and other bodies to deliver casualty reductions on roads in North Yorkshire. Towards the end of the LTP
period it became clear that the widening and formalisation of this approach could reap even greater benefits. The County Council lead on the formation of the York and North Yorkshire Road Safety Partnership. The primary purpose of this partnership is to bring together all the relevant bodies to ensure that we roll forward and build on the excellent progress we have already made on casualty reduction in LTP 1. Further details of the partnership are included in LTP 2. In addition, the targeting of engineering schemes at locations with the poorest casualty record has ensured that they contribute to the continued casualty reductions across the County. This work will continue. Improved accident database management arrangements developed in partnership with North Yorkshire Police will enable us to carry out enhanced analysis of routes, locations and road user groups which will in turn inform our engineering and ETP activities;

b. In order to co-ordinate improvements to bus services and infrastructure, the Council worked closely with bus operating companies especially the four main companies which carry more than 85% of bus passengers in North Yorkshire. By involving operators, stakeholders and other consultees at an early stage we were able to deliver schemes which were integrated and supported. For example, by understanding the priorities of bus operators and their investment plans we were able to complement those with LTP funded schemes. A good example of this was the £2.25m Harrogate and District investment in high quality new vehicles for the award winning 36 Ripon-Harrogate-Leeds service, which was supported by our £0.6m investment in infrastructure provision along that corridor.

2.4.9 Public Engagement

2.4.10 In order to ensure that through LTP 1 the County Council delivered the facilities and services that local users wanted and would therefore use, public engagement and involvement at every stage of the planning and design process was very important. Whilst this public engagement underpinned the TMS approach to delivery there were other significant examples which were found to be particularly effective. These include:

a) Cycling: When developing local cycling plans we actively engaged with potential local users such as residents, schools and businesses. In this way, the cycle plan working groups allowed people who typically do not regard themselves as ‘cyclists’, but do actually use a bike for everyday trips, to have a direct input into where routes should go.

b) Road Safety: Another significant development was the use of Focus Groups as a key part of the consultation process associated with area wide safety schemes. The Focus Groups were formed from local residents to help identify the issues and test reaction to ideas for dealing with them. This approach has been refined to ensure better communication to the local community of scheme details, expected outcomes and the processes the Council needs to undertake to deliver the scheme.

c) Freight: The achievements made in the delivery of our Sustainable Distribution Strategy would not have proved possible without the enthusiasm and commitment from the members of the five Freight Quality Partnerships which were central to the delivery of the Council’s Strategy for Freight. They involved all relevant stakeholders and interest groups, from individual residents affected by lorry traffic to haulage companies, industry representatives and the Police.
2.4.11 It is this active engagement with stakeholders, other key agencies and local community interests that has proved beneficial to the effective delivery of LTP 1 and has ensured that what we have delivered meets the specific needs of local communities rather than being generic solution.

2.4.12 **School Travel Awareness**

2.4.13 In November 2001 the DfES invited bids from Local Authorities for funding for staff to assist schools with school travel awareness and School Travel Plans. The County Council proposed an innovative approach whereby we would employ qualified teachers as School Travel Awareness Assistants (STAAs) on a part time basis. These STAAs would visit the 420 schools in the County assisting them in the preparation of their Travel Plans and providing and teaching lessons on a travel awareness theme that fitted with the national curriculum. The Council was successful with their bid and subsequently implemented the proposal with funding received in 2001/02. This approach to school travel has proved so successful that the number of STAAs has now been increased to 7.

2.4.14 The method by which maintenance works on Structures have been prioritised has worked well and continues to form the day to day method of prioritising and managing the strengthening and maintenance of structures. The prioritisation method has allowed the programming of works over several years according to available budget in the particular year. Importantly this still allows new works to be fitted in to the programme as they arise should their priority warrant it. This has now been supplemented by the introduction of the County Surveyor Society Bridge Condition Indicators. This has allowed us to gain a more pragmatic evaluation of the structures than was previously the case. The evaluation of the data that we have collected over the last two years has confirmed our initial assumption that the bridge stock was only in a fair condition. Using these methods we will be producing a programme of work for LTP 2 to bring the asset back to steady state maintenance.

2.4.15 **What Might Be Done Differently In Hindsight?**

2.4.16 Building on the principles of continuous improvement, this section identifies those areas where, based on experience, improvements have been made.

2.4.17 **Public Transport**

2.4.18 The review of our LTP implementation programme has helped us to identify improvements in our approach. It would have been helpful if we had a greater focus on mid-cycle monitoring of bus usage. An increase in patronage of 10% was one of our key targets and the information to support this is supplied by bus operators. Inconsistencies in the figures reported from year to year were not picked up and addressed and in 2004/05 there was a downturn in bus patronage, partly due to operational factors outside the County Council’s control and partly due to the effect of the clarification of the methodology for eligible passengers. A further fall was recorded in the 2005/06 figures due to the correction of a 750,000 overstatement by a major operator in passengers for the previous year. We have now agreed a quarterly monitoring procedure with the four largest operators (representing 85% of all passengers carried) to enable us to track changes earlier. In addition, we have set local targets for growth on principal commercial and contract corridors which will be managed and investment will be more targeted.

2.4.19 **Traffic Management Strategies**

2.4.20 In order to further enhance the Traffic Management Strategy consultation process, we introduced a questionnaire that was circulated to a random 10% sample of residents and businesses in the study area.
seeking the views of the local community on the issues identified at the first stakeholder workshop. Its purpose was to give a greater degree of confidence in the problems raised by stakeholders at the workshop and were representative of the views of the wider community. It has subsequently proved to be a valuable tool in ensuring the validity of views expressed at the workshops.

2.4.21 Development and Land Use

2.4.22 A key lesson learned is that developer funded schemes, no matter how small, all have the potential to contribute towards meeting Local Transport Plan objectives. The cumulative impact of schemes that can be incorporated into small scale developments is significant.

2.4.23 Sustainable Distribution

2.4.24 Recognising the limited powers of the public sector to effect modal shift in the freight sector, the Council was aware that time spent on this did not carry with it a high certainty of positive outcomes. During the later stages of LTP 1, the Council reduced the time spent on such initiatives and instead concentrated on those schemes and projects that carried a greater degree of confidence or success. Notwithstanding this approach, the Council remained committed to the use of sustainable alternatives to road freight and, where opportunities arose, we have continued to actively pursue them.

2.4.25 Key Policy Areas

2.4.26 For delivery of the implementation programme, the County was originally sub-divided along eight key policy areas (KPA). Whilst the principle was appropriate, we recognised the approach did have its constraints. For example, we defined them through the identification of similar characteristics that were unique or particular to each one. As a result, whilst useful in planning terms, the KPAs were inevitably artificial and, therefore, understandably difficult for the public and others to identify with. In practice, the Town Centre Traffic Management Strategies began to play an increasingly important role in the problem and scheme identification process. With virtually unanimous support from local communities and DfT they emerged as the dominant means of delivering integrated transport locally.

2.5 Foundations For The Longer Term

2.5.1 In addition to the first Local Transport Plan being a key delivery document, it has formed the platform for the development of our longer term strategy and the transition into LTP 2 across the whole range of service delivery. This section identifies the most important areas where LTP 1 has laid the foundations for LTP 2 and beyond. This section also includes a summary of the current status of the various major schemes that were initiated during LTP 1 some of which will be carried forward into LTP 2.

2.5.2 An important mechanism for monitoring future progress to be delivered, at least in part, in the following and other areas will be through the Citizens Panel. We began using this type of survey in 2004 and asked the Panel to rank in order of priority the importance they placed on seven themes. The two highest were:

i. Maintaining roads and pavements; and
ii. Improving public transport.

2.5.3 We also asked what the three main priorities were for encouraging greater use of public transport. The following were identified:

i. Information at bus stops;
ii. Lower fares; and
iii. Better quality of buses with easy access.

2.5.4 In 2004, satisfaction surveys indicated that 54% of people were satisfied with the bus services and 51% satisfied with information. This aligned well with the data collected for the BVPI which when adjusted to reflect satisfaction levels for bus users showed 72% were satisfied.

2.5.5 In 2006, we asked the Panel how satisfied they were with the following aspects of the network. The results were:
2.5.6 It is our intention to collect and closely monitor annual Citizens Panel survey results on satisfaction levels so building a strong evidence base to use as an indicator of our performance and to benchmark progress throughout LTP 2 and beyond.

2.5.7 Traffic Management Strategies and Service Centre Transportation Strategies

2.5.8 The Town Centre Traffic Management Strategy (TMS) approach to problem and solution identification developed through the first LTP period proved very successful and popular with local people. Building on this approach, the County Council proposes, through LTP 2, to prepare and implement a series of Service Centre Transportation Strategies (SCTS) across the County. These will adopt a similar approach to public engagement as the TMSs but will cover both the Service Centre itself and the surrounding rural hinterlands. The SCTS will be focused on the local delivery of the four Shared Priorities for transport and other LTP 2 objectives, whilst giving due consideration to the wider, more peripheral to transport, policy issues. This approach to market towns as local service centres is now incorporated in the draft Regional Spatial Strategy (RSS). As a result of the County Council’s input to the draft RSS, the preparation of transportation strategies for rural service centres is now included as a key rural transport policy for the region. Full details of Service Centre Transportation Strategies are included in Chapter 4 of LTP 2.

2.5.9 Local Delivery of Services through Organisational Restructuring

2.5.10 Throughout the period of LTP 1, the County Council successfully delivered transport services based on a centralised structure supported by four Area Traffic Offices and seven Maintenance Divisions. Towards the end of the first LTP, it became increasingly clear that this needed revising for the following reasons:

a) To gain more local ownership and support from the public for transport service and infrastructure improvement;

b) To achieve Gershon type savings by rationalising service delivery; and

c) To match more closely the Council’s sub-committee structure which is based on areas covered by the seven District Councils.

2.5.11 In order to realise these benefits, during 2005 the Council carried out a fundamental review of how transport services were delivered in North Yorkshire (including a Best Value Review of Passenger Transport Services). The outcome of these reviews was the implementation in October 2005 of a new simplified structure for transport delivery in the County with seven Area Offices based on the District Council boundaries delivering all (traffic and maintenance) local transport services to the public. These Area Offices are supported by centrally delivered specialist and strategic planning services. It also incorporates a new Integrated Passenger Transport Unit which brings together the co-ordination and delivery of all passenger transport services for the Council including subsidised bus services.
services, community transport, education transport and social services transport.

2.5.12 This new structure will allow the Council to engage better with local people whilst taking advantage of economies of scale to retain specialist skills at a central office. Full details are included in Chapter 9 of LTP 2.

2.5.13 Better Bus Services through Partnership Working

2.5.14 As previously stated, working in partnership with bus operators during the course of LTP 1 helped to deliver significant increases in patronage on many of the main bus routes in the County. It is recognised that working in partnership offers the opportunity to develop and deliver initiatives in a more efficient and effective way. The partnership working engendered on both the premier specification routes (commercial services) and premier specification contracts (contracted services) will be carried forward and extended into LTP. This will ensure that improved vehicles and services offered by operators will be integrated with improved infrastructure provided by the County Council realising the potential for modal shift and significant patronage increases.

2.5.15 Sustainable Tourism

2.5.16 Tourism is a major economic driver for North Yorkshire generating in excess of £900m per annum. Visitors from overseas, from outside the county, along with more localised trips place excessive demands on the transport infrastructure with the County. It is estimated that there are in excess if 8 million visitor days in the North York Moors National Park and 12 million visitor days in the Yorkshire Dales National Park.

2.5.17 During LTP 1 the need to manage tourism to reduce the adverse environmental impacts whilst seeking to provide the environment that fosters growth in the industry became ever more apparent. We worked with partners to produce Transport and Sustainable Tourism Guidelines. The Guidelines include measures aimed specifically at supporting growth in tourism in a sustainable way, which is consistent with and supports the Government and Local Authority shared transport priorities. Implementation of the initiatives for example, Cycling Tourism, through ticketing and tourism related public transport information will be a key factor in the long term sustainability of the tourism industry.

2.5.18 Transport Asset Management Plan

2.5.19 The introduction of the LTP approach to transport planning made significant increases in funding available for both the improvement and maintenance of the transport infrastructures. It is recognised nationally that the money available for highway maintenance is insufficient to allow highway authorities to address the maintenance backlog. Recognising this limit on funding, the Council is determined to improve the management of the highway network (i.e. the transport asset). During 2005, work commenced on the development of a Transport Asset Management Plan (TAMP) for North Yorkshire. The aim of the Plan is to ensure that the Council makes the best possible use of the available funding through better management of the network. Some elements of the TAMP are now in place with many of the processes already being utilised. Development and full utilisation of the TAMP is expected to be completed early in the life of LTP 2. Further details of the Council’s approach are included in Annex H of LTP 2.

2.5.20 Major Schemes

2.5.21 Scarborough Integrated Transport Scheme (SITS): SITS comprises the construction of the A165 Scarborough to Lebberston Diversion, two park and ride sites, extension and upgrade of the urban traffic control system in Scarborough and the introduction of bus priority measures on the A64 and A165 approaches to Scarborough. The estimated cost of the project is £30.5m. Construction was programmed to commence in 2004 with completion being achieved in two years. All planning
consents were obtained by June 2004. CPOs and SROs were confirmed by the Secretary of State on 11 November 2004. On 9 March 2006, GOYH granted conditional approval for the scheme and an application for full approval was submitted to the Government in July 2006.

2.5.22 Reighton Bypass: The A165 Reighton Bypass comprises of a 2.6km bypass to the west of Reighton and the upgrading of a footway to a combined footway/cycle path. The estimated cost of the scheme is £6.55m. Renewal of the planning consent was granted in March 2004. CPOs and SROs were confirmed by the Secretary of State on 7 October 2004. Full approval of the scheme was given by GOYH in July 2005 and construction commenced in July 2006.

2.5.23 Killinghall Bypass: The purpose of the bypass was to relieve environmental and road safety problems in and on the approaches to the village of Killinghall. Following the Government Office’s comments and the recommendations of the Harrogate and Knaresborough Integrated Transport Study, the County Council was investigating and consulting on alternative shorter routes. Public consultation on any suitable options would then have been undertaken. Nevertheless, the Yorkshire and Humber Assembly and Yorkshire Forward in their advice to Government did not believe this scheme to be a priority for regional funding and consequently it has now been removed from Local Transport Plan 2006-2011.

2.5.24 A19 Shipton by Beningbrough Bypass: The scheme would have removed heavy traffic flows on the A19 from the village thereby improving the environment and road safety. The necessary investigations and consultation with interested bodies in order to establish options for a preferred route were underway and the County Council would have undertaken public consultation on appropriate options. In light of the guidance from DfT the County Council thought it unlikely that this scheme would receive funding and consequently it was not included within the Local Transport Plan 2006-2011.

2.5.25 A684 Bedale/Aiskew/Leeming Bar Bypass: This scheme was included in the programme in light of the award by the Highways Agency of a contract to upgrade the A1 to motorway standard from Dishforth to Barton. Construction of this scheme is programmed to commence in 2008. The purpose of the A684 bypass is to relieve environmental and road safety problems in and on the approaches to the villages of Leeming Bar, Aiskew and Bedale and to link with the HA scheme. A joint working party with the HA has been set up to establish how best to deliver the procurement of both schemes. A Major Scheme Business Case was submitted to DfT at the end of November 2005. Nevertheless, the Government Office for Yorkshire and the Humber Report to the Regional Transport Board on 12 January 2006 did not consider this scheme to be a priority but could be considered alongside other emerging schemes for delivery through the allocation set aside for emerging measures and included within future programmes it should better meet the needs of the region than newly emerging schemes. At present the scheme is being progressed as far as the attainment of planning consent.

2.5.26 A19 Burn Bypass: This major/minor bypass scheme is primarily an environmental and road safety improvement for the village. The A63 Selby Bypass has now opened and as anticipated the A19 through Burn has replaced the A1041 as the most attractive
route from the A19 and A63 north of Selby to the M62, with traffic increasing along this route. Following public consultation in October 2004, a preferred route for the bypass has been established and an application for planning consent is due to be heard in June 2006. Additionally, Yorkshire Forward has proposals to develop Burn Airfield which abuts the bypass as a major employment area. The bypass will provide a direct access to this site from a roundabout just to the south of the village. It is anticipated that a significant proportion of this funding and the programming of the scheme will be provided by Yorkshire Forward as part of the redevelopment of Burn Airfield.

2.6 Highway Maintenance – Impact of the First LTP (Appendix L)

2.6.1 What difference has the first Local Transport Plan made locally?

2.6.2 The first Local Transport Plan released capital funding for use on elements of the Highway Network other than the Principal Road network which had historically been targeted for both improvement and maintenance under previous capital funding mechanisms.

2.6.3 Highways Funding

2.6.4 Capital Funding

2.6.5 The County Council was allocated approximately £84 million for Capital Highway Maintenance during the Plan period of which approximately £20 million has been spent on Structures.

2.6.6 In addition to the capital allocation for highway maintenance, the Council has allocated £5.15 million of its own Capital Receipts during the Plan period for the replacement of its street lighting stock. In 2004/05 the Council outlined plans to spend £10 million over a ten-year period (front loaded to accelerate the replacement of deteriorated concrete columns).

2.6.7 Revenue Funding

2.6.8 In an effort to balance local priorities, the County Council has allocated the service revenue budgets below SSA and FSS over a prolonged period of time leading up to the commencement of LTP. This shortfall has been acknowledged and there has been a determined effort during LTP 1 to reduce the difference between the settlement from central Government and that allocated to the service.

2.6.9 Between 2001/02 and 2005/06 the Council has spent £135 million of Revenue on Highway maintenance. For 2006/07 the Revenue outturn is expected to be 3.6% higher than FSS Settlement. This
expenditure has been targeted at planned long term maintenance wherever possible.

2.6.10 **Contribution to the wider LTP objectives**

2.6.11 The first Local Transport Plan with its diverse requirements clearly placed highway maintenance in a pivotal role, requiring a transitional shift in the way that the maintenance service was delivered by adopting a more holistic approach to service delivery. In many respects both routine and structural highway maintenance contributed to the wider LTP objectives and the incorporation of relatively minor additions to schemes contributed to a broad spectrum of key outcomes, in terms of:

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

2.6.13 Objective 4: To minimise the adverse impact of traffic on the environment, particularly with regard to noise and pollution.

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

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

2.6.16 **What are the key achievements of the first Local Transport Plan?**

2.6.17 As a consequence of the additional funding, the County Council has during delivery of LTP 1 undertaken a substantial programme of highway maintenance works:
### Principal Roads

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Surface dressing</td>
<td>230 km</td>
</tr>
<tr>
<td>Resurfaced/Strengthened/Reconstructed</td>
<td>124 km</td>
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</tbody>
</table>

### Non-Principal Roads

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<table>
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<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface dressing</td>
<td>817 km</td>
</tr>
<tr>
<td>Resurfaced/Strengthened/Reconstructed</td>
<td>1050 km</td>
</tr>
<tr>
<td>Footways</td>
<td>400 km</td>
</tr>
</tbody>
</table>

2.6.18 The programme of maintenance treatments funded by the LTP includes carriageway, footway, drainage and slope stabilisation schemes.

2.6.19 The carriageway and footway schemes are designed to target either the worst roads or footways (identified within the BVPI analysis) or to halt the deterioration of the carriageway or footway network.

2.6.20 In order to achieve these outcomes, the Council developed three programmes of works:

   a) Targeted BVPI patching, which is used to repair discrete or isolated sections of footway or carriageway. Completion of works at each location contributes to improving the BVPI result.

   b) Surface Treatments, which are designed to either renew or replace the upper running surface with improved texture depth, skid resistance and which may include a requirement to reduce road noise. These treatments are designed to extend the life of the ‘pavement’ before more substantial structural works are required. Completion of each scheme assists in halting the rate of deterioration across the network.

   c) Structural Maintenance, which are designed to replace failed and worn out sections of carriageway and footway that can economically be grouped into ‘schemes’, completion of each scheme contributes to improving the BVPI result.

2.6.21 The Government’s Best Value Regime and the Comprehensive Performance Assessment introduced Service Inspections and a range of Network Condition Performance indicators. This introduced a national methodology for comparing network condition and facilitated an assessment of need. Service planning and delivery in North Yorkshire has improved as a consequence.

2.6.22 These requirements identified the need to undertake substantial network monitoring surveys and to invest in the development of service standards, policies and strategies. This process enabled the delivery of a more effective, efficient and economic highway maintenance service.

2.6.23 Whilst the County Council has received an increase in funding, the DfT has acknowledged that this has not been sufficient to halt deterioration in road or footway condition. The analysis of the condition indicators suggests that the state of the network is improving. The same strategy for targeting works and funding has been applied to all elements of the network and therefore the current level of evidence would support an improvement of the overall network condition.

2.6.24 **Condition of Principal Roads**

<table>
<thead>
<tr>
<th>BVPI</th>
<th>96</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000/01 Deflectograph</td>
<td>11.20%</td>
</tr>
<tr>
<td>2001/02 Deflectograph</td>
<td>19.70%</td>
</tr>
<tr>
<td>2002/03 Deflectograph</td>
<td>24.00%</td>
</tr>
<tr>
<td>2003/04 UKPMS CVI</td>
<td>5.45%</td>
</tr>
<tr>
<td>2004/05 UKPMS TTS</td>
<td>38.61%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BVPI</th>
<th>223</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005/06 UKPMS SCANNER</td>
<td>4.37%</td>
</tr>
</tbody>
</table>

2.6.25 As a consequence of the variety of condition surveys undertaken during the first Plan period, it has been difficult to set targets and monitor progress towards network improvement. Implementation of the SCANNER surveys will in future provide a more stable monitoring environment to assess the network condition and develop treatment strategies.

2.6.26 The 2005/06 Indicator has produced the following breakdown:
Red 4.13%, Amber 27.14% and Green 68.48%.

The key issue to be addressed is the development of an appropriate maintenance strategy that will continue to improve and maintain the BVPI but, more importantly, address the road length within the Amber grouping so that its condition does not deteriorate to the extent that it contributes to the BVPI. To assist in this process, the TTS data collected in 2004/05 will be analysed using the SCANNER rules and parameters (2005/06) to assist in the target setting process and check the consistency of data.

2.6.27 Condition of Non Principal Classified Roads

2.6.28 BVPI 97a
2003/04 UKPMS CVI .......................17.44%
2004/05 UKPMS CVI .......................15.71%

2.6.29 BVPI 224a
2005/06 UKPMS SCANNER .................11.8%.

2.6.30 The 2005/06 Indicator has produced the following breakdown:
B Class Roads, Red 14.72%, Amber 39.66% and Green 45.62%
C Class Roads, Red 6.01%, Amber 35.68% and Green 58.31%

2.6.31 The key issue that has been addressed is the development of an appropriate maintenance strategy that will continue to improve the BVPI by targeting failed network. At the same time it is essential the strategy also addresses the road length assessed as Amber so that its condition does not deteriorate and adversely impact upon the BVPI.

2.6.32 Condition of Unclassified Roads

2.6.33 BVPI 97b
2003/04 UKPMS CVI .........................25.33%
2004/05 UKPMS CVI .........................20.77%

2.6.34 BVPI 224b
2005/06 UKPMS CVI .........................16.87%

2.6.35 Condition of Category 1a, 1 and 2 Footways

2.6.36 BVPI 187
2003/04 UKPMS DVI..........................24.38%
2004/05 UKPMS DVI..........................36.32%
2005/06 UKPMS DVI..........................27.26%

2.6.37 The continuing use of the UKPMS CVI survey methodology and consistency in the rules and parameters for analysis has enabled the Council to develop a maintenance strategy that will continue the improvements of the BVPI. The strategy will more importantly address the condition of the road length below the intervention level so that its condition does not deteriorate to the extent that it adversely affects the BVPI.

2.6.38 The continuing use of the UKPMS DVI survey methodology and consistency in the rules and parameters for analysis has enabled the Council to develop a targeted strategy for improving both the BVPI and addressing the condition of the footway below the intervention level so that its condition does deteriorate to the extent that it contributes to the BVPI.

2.6.39 Increase in Public Satisfaction

2.6.40 In the March 2004 survey the overall figures for satisfaction with the road network were 41% 'satisfied' (3.2% 'very satisfied', 37.8% 'satisfied') and 37.2% 'dissatisfied' (7.4% 'very dissatisfied', 29.8% 'dissatisfied').

2.6.41 In the March 2004 survey the overall figures for satisfaction with the Winter Service (Gritting) for Roads were 63.5% ('Very satisfied' 10.9%, 'Satisfied' 52.6%) and a dissatisfaction rating of 21.1% ('Very dissatisfied' 4.3%, 'Dissatisfied' 16.8%).
2.6.42 *Road Network – Satisfaction with Services (March 2006)*

2.6.43 For the March 2006 Citizen’s Panel results, we can identify that the figure for satisfaction with the winter service (gritting etc) was 74% an increase of 10% over the two years and, if we use road surface as a proxy for road network, the satisfaction level was 65% an increase of 24%.

2.6.44 Comparison of the Citizen’s Panel results for 2004 and 2006 clearly identifies a substantial increase in service satisfaction levels; a key achievement of the First Transport Plan.

2.6.45 **Have the key aims and objectives of the Plan been achieved?**

2.6.46 The first Local Transport Plan identified highway maintenance as a priority for investment, identifying the key challenges as:

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

2.6.47 The introduction of the network condition performance indicators has assisted in the monitoring and better targeting of works to reduce both the maintenance backlog and the overall rate of network deterioration.

As a consequence of the evolutionary nature of the surveys, data analysis rules and parameters it has only been possible to accurately assess the effectiveness of those elements of the network that have been monitored by a consistent survey methodology i.e. Unclassified Roads and the heavily used footway network.

2.6.48 Whilst the County Council has received an increase in funding, the DfT has acknowledged that this has not been sufficient to halt deterioration in road or footway condition. Nevertheless analysis of the condition indicator suggests that network condition is improving. As the same strategy for targeting both works and funding has been applied to all elements of the network, the current level of evidence would support improvement of the overall condition of the network.

2.6.49 The County Council has delivered a substantial work programme of maintenance treatments that have contributed to the wider LTP objectives and the incorporation of relatively minor additions to schemes contributed to a broad spectrum of key outcomes, in terms of:
2.6.50 Objective 3: To provide a safe, efficient and well-maintained highway network as part of an integrated transport strategy.

- Increased frequency of routine highway safety inspections
- Introduction of network condition monitoring surveys
- Targeted programmes of highway maintenance treatments
- Reduce the length of carriageway with substandard skidding resistance
- Maintaining (and/or where appropriate, installing) street lighting to increase night visibility for all users, reducing the fear of crime and the risk of night time accidents
- Improving the ride quality of the carriageway, footway and cycleway surfaces
- Maintain the integrity and continuity of the network by incorporating additional dropped crossings
- Improve the ease of use at night for all users.

2.6.51 Objective 4: To minimise the adverse impact of traffic on the environment, particularly with regard to noise and pollution.

- Install energy efficient lamps to reduce energy consumption
- Keeping traffic moving and maintaining general network efficiency through better information, planned diversions and alternative routes
- Reduce the effect of traffic noise by using modern thin surfacing with improved surface noise attenuation characteristics
- The use of proprietary or special cold mix materials (as opposed to traditional hot mix materials) will reduce production plant exhaust emissions into the atmosphere
- Reducing the need to transport materials over long distances

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

- Reduce the length of carriageway with substandard skidding resistance
- Maintaining (and/or where appropriate, installing) street lighting to increase night visibility for all users, reducing the fear of crime and the risk of night time accidents.

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

- Detrunking of the Non Core Trunk Road Network
- Targeted programmes of highway maintenance treatments.

2.6.54 What has worked well and might be repeated and what might be done differently in hindsight?

2.6.55 UKPMS Condition Surveys

2.6.56 As mentioned previously, the introduction of routine UKPMS condition surveys on most elements of the adopted highway network has improved the overall quality of the service provided, in particular the identification of works programmes. In order to improve the service further, those elements of the network not currently assessed in the same manner, specifically the less heavily used urban footways (Category 3 and 4), would benefit from the same survey and assessment processes.
2.6.57 **Citizen’s Panel**

The information from the Council’s annual Citizen’s Panel questionnaire targeting the Highways and Transportation service will assist in the further development of the Transport Asset Management Plan.

2.6.59 **Road Network – Satisfaction cf. Importance (March 2006)**

2.6.60 **Pavement Engineering Consultancy ‘top up service’**

The development of a Pavement Engineering ‘top up service’ with market leaders (Data Collection Limited, Jacobs Babtie, Chris Britton Consultancy) will continue to aid the development of network condition modelling and the whole life costing options for maintenance treatment design.

2.6.62 **Partnerships and Cross Boundary Working**

Continue the development of partnerships and co-operative cross boundary working across other elements of both service provision and development, for example:

2.6.64 **Winter Services, Bureau and Meteorological Services**

The County and City of York Councils have a single contract for the provision of both the collection of meteorological data and weather forecasting with a Vaisala/Meteorological Office partnership.

2.6.66 **Streetworks and Network Management**

As a consequence of its geographical location, i.e. at the periphery of two Government Office Regions (Yorkshire and the Humber and North East England) the County Council is a member of both the Highway and Utility Councils (Yorkshire HAUC and North East HAUC) and also both of the Traffic Managers Groups (Yorkshire TMG and North East TMG).

2.6.68 **Highway Maintenance and Management**

During the first LTP, the County Council has developed and improved its relationship with the Tees Valley Authorities (Darlington, Stockton on Tees,
In addition to the Tees Valley Authorities, we have also developed a relationship with both the North East Maintenance Engineers (Local Highway Authorities) and North East Materials Engineers Groups (both Local Highway Authorities and materials suppliers).

What foundations for the longer term have been put in place during the first Local Transport Plan period?

The County Council has, during the latter stages of the first Plan period, invested heavily in the development of documented policies and strategies, business processes and systems in order to develop a more effective, efficient and economic service. Whilst much remains to be done, many of the foundations are now in place and include the following:

**UKPMS Condition Surveys**

The introduction of network condition monitoring surveys as part of the BVPI regime, required the County Council to develop a procurement package for a wide range of condition monitoring surveys and also for technical support to analyse and interpret the data as the basis for developing and generating programmes of maintenance treatments.

The County Council entered into contracts with both Data Collection Limited (DCL) and Jacobs Babtie who provide SCANNER, SCRIM, CVI and DVI condition data on an annual basis. In addition, they also provide Deflectograph, Falling Weight Deflectometer, Ground Penetrating Radar and road core data for scheme specific investigation.

By undertaking these condition surveys on a routine and cyclic basis, the County Council is now more aware of the overall condition for substantial elements of the carriageway and footway networks. Those elements of the network not monitored on a similar basis (typically the lesser used footway network and the unsurfaced unclassified road network), have required the development of systems and processes to identify locations for alternative methods of objective assessment to provide supporting data for the development of works programmes.

**Pavement Engineering Consultancy ‘top up service’**

Analysis of the condition data both internally and with technical assistance in the form of a Pavement Engineering ‘top up service’ from Chris Britton Consultancy, Jacobs Babtie and DCL has enabled a more accurate identification of defective elements of the network. This will result in the development of more economic works programmes whose undertaking is targeted at not only reducing the overall maintenance backlog, but also reducing the overall deterioration of the network.

As well as developing processes to identify programmes of maintenance treatments, the Council has improved its works programming and co-ordination methodology in conjunction with our Highways Term Maintenance Contractor, Raynesway Construction Southern (RCS). By jointly funding a works programmer, greater emphasis has been placed on the forward planning of works. This is aimed at reducing network disruption and achieving more economic programmes of work.
2.6.80 Network Management Plan

2.6.81 Following the enactment of the Traffic Management Bill as the Traffic Management Act 2004, the County Council and other members of North East England Highways and Utilities Council (NEHAUC) have produced a template policy plan with the objective of facilitating the integration of the ‘Traffic Manager’ role into the existing administrative structure and to discharge the Network Management Duty.

2.6.82 Highway Maintenance Plan

2.6.83 Towards the latter stages of the first Plan period, the County Council produced its Highway Maintenance Plan (HMP). The HMP identifies how we maintain the network on a day-to-day and long-term ‘whole life cost’ basis, through both revenue and capital funding. This forms the foundation upon which all maintenance functions and activities are based. Such activities include:

- Frequency of highway inspections
- Frequency and type of routine including cyclic maintenance activities, Service standards and their investigatory and intervention levels.

2.6.84 Winter Service Meteorological Data Collection and Forecasting

2.6.85 During 2003 the County and City of York Councils jointly entered into a single contract for the provision of both the collection of meteorological data and weather forecasting with a Vaisala/Meteorological Office partnership.

2.6.86 Citizen’s Panel

2.6.87 Since its inception, the Citizen’s Panel has participated in two Highways and Transportation related surveys. The first in March 2004 where 1439 panel members completed questionnaires, giving an overall response rate of 71% and the second in March 2006 when 1322 panel members completed questionnaires, giving an overall response rate of 65%.

2.6.88 Elements of the survey will be repeated on an annual basis in order to monitor ongoing satisfaction levels, the results of which will be reported through the LTP 2 progress reporting process.

2.6.89 Transport Asset Management Plan

2.6.90 Work began during summer 2005 to develop a Transport Asset Management Plan in co-operation with both Durham and Northumberland County Councils and OPUS International Consultants.

2.6.91 Asset Valuation Group

2.6.92 In conjunction with the Yorkshire Maintenance Engineers, during August 2005 we have formed an ‘Asset Valuation’ Group in order to develop a Regional Valuation model and also to develop and establish unit rates as recommended by DfT.

2.6.93 Sustainable Development Strategy

2.6.94 The County Council developed a Sustainable Development policy statement during December 2004, the publication of the Code of Practice for Highway Maintenance ‘Well Maintained Highways’ during July 2005 and the introduction of the Highway Maintenance Plan all provided the momentum to produce a Transport Asset Sustainable Development Policy.
Section 3 Contribution To Wider Objectives

Impact on Wider Policy Aims and Service Delivery

3.0 Introduction

3.0.1 Implementation of LTP 1 contributed to wider County Council corporate policy across the whole range of service delivery. In order to meet the requirements of the Delivery Report Guidance, three wider policy aims were chosen from the following documents:

a) The Council Plan;

b) North Yorkshire Strategic Partnership Community Strategy;

c) Social Inclusion Strategy for North Yorkshire County Council; and

d) Local Public Service Agreement (LPSA) Targets.

3.0.2 Table 3.0 highlights the extent to which these policy aims also contribute to the achievement of a range of other corporate aims. It should be noted that for the Corporate Priority ‘Keeping Us On the Move’, the key mechanism for delivery was the Local Transport Plan. Therefore, the Delivery Report will by its nature describe the extent to which this particular corporate aim has been achieved. It was not therefore felt appropriate to include this as a specific wider policy aim.
<table>
<thead>
<tr>
<th>Council Plan</th>
<th>Safe Healthy and Sustainable Communities</th>
<th>Growing Up Prepared for the Future</th>
<th>Independence</th>
<th>Keeping us on the Move</th>
<th>Strengthening our Economy</th>
<th>Heritage &amp; Environment</th>
<th>Keeping in Touch</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thriving Economy</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Provide Everyone with the Opportunity to Develop Their Full Potential</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Help People In Need</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Socially Inclusive, Safe and Sustainable Communities</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Heritage, Landscape and Environment</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Access for all (Transport)</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Plan for Emergencies/Aftermath</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

**Table 3.0**

- ✓ Small Contribution
- ✓✓ Medium Contribution
- ✓✓✓ Significant Contribution
3.0.3 In terms of transport's contribution to achieving the respective policies, it was felt most appropriate to focus on policy areas contained in the Council Plan, each of which is also reflected in the eight community strategies covering North Yorkshire. This was chiefly because of the strategic role that the Plan plays as an overarching policy document spanning the full range of service delivery. The contribution of specific policy interventions described below under the following Council Plan objectives, also impact positively on related policy aims contained within other corporate policy documents. This section includes three policy areas. In accordance with Government Guidance the first two are to be considered in the assessment of our Delivery Report:

a) Safe, Healthy and Sustainable Communities;

b) Looking after our heritage and environment;

c) Independence through employment, opportunity and appropriate support.

3.0.4 In identifying the contribution that transport makes to these aims and by describing the often Council wide measures and initiatives, this section also seeks to highlight the co-ordinated and corporate approach the Council adopted for delivery of LTP 1, and the degree to which this was so important in meeting these wider objectives.

3.1 Safe, Healthy And Sustainable Communities

3.1.1 The promotion of safe, healthy and sustainable communities was identified as a corporate priority during the life of LTP 1. The Council Plan recognised that transport would be key to meeting this aim. This has subsequently been developed further for LTP 2, with 'sustainable communities' along with 'better access', forming part of the Local Transport Strategy's Vision for the next ten to fifteen years.

3.1.2 The Council Plan identifies a series of aspirations for measures and initiatives developed to meet the Sustainable Communities agenda. For example:

a) Rates of crime and fear of crime will be low relative to other areas;

b) There will be improving access to services and accommodation;

c) People who might be at risk of exclusion by reason, for example, of disability, ethnic group, age, illness, low income, difficulties at school or poor transport will be enabled to participate in mainstream community life.

3.1.3 The following section contains key examples of measures and initiatives that contribute to the Sustainable Communities wider policy aim and the benefits described above.

3.1.4 Town Centre Traffic Management Strategies (TMS): As the Local Transport Plan evolved, the Council adopted an increasingly holistic and integrated approach to strategy development and implementation. This culminated in the emergence of the Town Centre Traffic Management Strategies as the key mechanism for delivering integrated transport solutions for communities across North Yorkshire. With a strong emphasis on communication and consultation from the beginning by identifying local
interventions, they contributed significantly towards key objectives such as safety and accessibility. The TMSs have been well received by local communities and the DfT.

3.1.5 Where appropriate, Town Centre Traffic Management Strategies incorporated specific larger scale infrastructure improvements. For example, the Whitby Traffic Management Strategy identified a series of interventions designed to complement the major upgrade of the Whitby Bus Station, including the upgrade of bus stops in the local area, hence improving access to and around the town.

3.1.6 The design of the Bus Station (for which the Council won an Institution of Civil Engineers Award) ensured ease of use, good accessibility and safety and security. Key design elements included:

a) Clearly defined pedestrian crossings and channelled pedestrian movements at road crossings preventing unnecessary conflict with vehicles;

b) New lighting to aid security and complement the surrounding area;

c) Pedestrian Crossing areas linking the railway and bus stations, incorporating speed tables to add a traffic calming effect. A coin operated toilet unit, selected to minimise the possibility of vandalism and misuse;

d) Clearly defined stands with toughened glass and lighting in the shelters to give a light airy feel to the site eliminating dark corners and hiding places to bring a secure, safe feeling to the area; and

e) CCTV coverage for improved safety and security.

3.1.7 The Helmsley TMS included a number of schemes, two of which are good examples of how transport can contribute to this wider policy aim. These were the Carlton Lane Safety Scheme and A170 Crossing Facility. In the case of Carlton Lane, the purpose was to develop proposals which addressed a problem of speeding traffic in the vicinity of Helmsley Primary School and improved accessibility to the school and other community facilities from the adjoining residential areas.

3.1.8 The locally agreed solution was a traffic calming scheme which enabled the introduction of a self enforcing 20 mph speed limit along the whole of the school frontage. Also included were a number of footway improvements to provide a continuous pedestrian link for all, particularly the school children, but also older and disabled people from the nearby elderly persons housing areas, together with a comprehensive rationalisation of the road signing to reduce environmental impact.

3.1.9 The work on Carlton Lane was augmented by the installation of a Puffin Crossing at a nearby crossing point on the A170 principal road. This now provides a much safer facility for school children walking to and from the Primary School and for other residents walking to and from the area in the direction of the centre of Helmsley.

3.1.10 This scheme is an example of a project which addresses the wider policy aims of the LTP in providing a safer and healthier community as well as offering to some sections of the community a greater degree of independence in enabling them to access facilities on foot more easily and in greater safety. Our work on improving road safety has also contributed significantly to meeting the objective. Details of our work in this area are set out in Chapter 2 and Proforma B.

3.1.11 Travel Awareness: The Travel Awareness Strategy, whilst recognising the importance of modal shift also places a high priority on building sustainable communities. The best long-term solution to sustainability is for more people to live closer to the services they need. Alongside this is the need for a neighbourhood to facilitate and support walking and cycling by being ‘Connected, Comfortable, Convenient, Convivial and Conspicuous’.
3.1.12 Throughout LTP 1, implementation of the Travel Awareness Strategy addressed the potential conflict between security and health since, for example, cul de sacs do not promote healthy travel, but are seen to be desirable in security terms. During the LTP period, the Council developed a programme of internal marketing to highlight the need for a balanced approach. This included a series of presentations to local planning authorities and the joint authorship of a regional guide to new development around schools called ‘Schools and New Development’. The Guide has been very well received and presented to national conferences. It is now available on the national TravelWise website.

3.1.13 Another area in which the Council has been active is on the influence of transport on mental health; an area which is poorly understood. Our work in this area attracted national interest and a grant from the Countryside Agency enabled further exploration of this important topic. A report specially commissioned from professional market researchers demonstrated the huge mismatch between the actual risk to young people from mental illness and the extent to which it is ignored when public and policy makers alike make decisions related to transport. As a result of this work, we included an article highlighting the link between walking, street activity and mental health in the Council’s ‘Reporter’ newspaper which is delivered to all households in the County. Subsequently, leading UK researchers were specially invited to North Yorkshire County Council to consider this issue, and we are now applying for government research funding.

3.1.14 We have also contributed to the improved health of our communities by supporting ‘Walking the Way to Health’. This is an initiative of the Countryside Agency and the British Heart Foundation (BHF). There are three active local groups, which the Council has helped develop with £12k per annum of funding from the LTP. There has also been a equivalent amount in terms of staff time. The Hambleton Strollers, for example, have led more than 5,000 people on guided walks and have distributed walking maps to many more.

3.1.15 A good example of our work for promoting ‘sustainable’ communities was the promotion of local shops and services, a key theme of the travel awareness marketing campaign.
Local food heroes

3.1.16 This included a highly popular promotion that comprised 100 local shops being nominated for special commendation by readers. A website created by the Council to promote local produce. It was the focus of a marketing campaign including local competitions to highlight the issue of food miles, and raise the importance of the whole sustainable communities agenda (see Freight Appendix I for more details).

3.1.17 Extending the idea of promoting local shops even further, a primary aim of the Thirsk WalkWise project (described further in the Travel Awareness Appendix B) was to encourage people to use their local centre on foot, rather than drive to more distant retail parks, thus reducing the need to travel, especially by car, and promoting active, healthy travel.

3.1.18 The health of the local economy is clearly a key factor in the relative health of local communities across North Yorkshire and accessibility from the employer’s perspective, in terms of the availability of a steady labour force, is essential to the long term viability of local business and the communities in which they reside. We have worked closely with larger employers, such as the major food processor in Malton; a key difficulty is in attracting sufficient staff, particularly for unskilled work. We have worked with the company concerned to analyse postcodes of staff in order to establish where collective transport would be most advantageous. One of the areas identified was in Loftus on Teesside, an area of high unemployment but where hundreds of staff already travel 90 miles on country roads in order to work in Malton.

3.1.19 Wheels to Work: The schemes currently cover the districts of Hambleton, Richmondshire, Ryedale, Scarborough and Selby and the Ripon area of Harrogate, but with a development plan to become countywide. The current fleet of 95 mopeds helps over 160 people per annum to access work and education.
It also gives the time and support to users to get their own means of transport at the end of the loan period. For many young people, the loan of the moped is one of their first major commitments in life and it gives them much valued independence.

Individualised solutions of this nature are vital to securing independence for those who without access to these services would find it so much harder to play an active and productive role in society. The following real life case study illustrate clearly the value of the project:

a) Case Study 1: A 19 year old young woman lived in a remote rural location and had been unemployed since leaving school. She was referred to the scheme by Job Centre Plus. Within three weeks of being allocated a moped, she had secured full time employment as a Stable Groom involving a daily round trip of some 15 miles. Access to this employment would have been impossible without a Wheels 2 Work moped as no public transport operated between her home and workplace.

After 6 months the moped was returned and the young woman wrote to the Co-ordinator “Having my ‘Wheels 2 Work’ moped has been invaluable to me, without it I would have been unable to get a job or learn to drive and buy a car. It has been a fantastic help to me and has set me up with a good job and a car – THANK YOU!”

In summary, the Wheels 2 Work scheme has proved highly successful in North Yorkshire, providing opportunities that would not otherwise be there for people, many of whom live in deeply rural communities, several miles from the nearest available public transport. The North Yorkshire Schemes have received numerous accolades including:

- Being singled out as a ‘best example’ of innovative services in rural areas by the (then) Rural Affairs Minister Alun Michael; and
- The Department for Transport in Local Transport Plan Guidance used the scheme as an example of good practice in rural transport.

In some ways, the Wheels 2 Work scheme is an unusual example to use in that the outcome is that the individual concerned sometimes buys a motor car to access their employment. However, what it actually does is reflect the fact that North Yorkshire is a geographically large, dispersed County and whilst a significant amount of work has gone into reducing the need to travel, there are circumstances in which the private transport is often a basic necessity in order to gain access to employment.

3.1.20 Harrogate Car Share scheme: This project is a car sharing scheme that aims to include several large businesses in the Harrogate district (generally employing over 100 people), using ‘Liftshare.com’ internet based software. It is the only such scheme in UK to be facilitated and managed by a voluntary organisation. Funding is received from Countryside Agency, North Yorkshire County Council, Harrogate Borough Council and the Local Strategic Partnership.

3.1.21 The Harrogate Car Share scheme increases the transport options for those without regular access to a car, which can be a serious impediment to finding employment and gaining access to services in a rural area, thereby providing a valuable contribution to the independence of surrounding local communities. It also aims to reduce single occupancy vehicle use in the Harrogate District, thereby reducing traffic congestion, greenhouse gas emissions and other pollutants from car use, and so contributing to safe, healthy and sustainable communities.
3.1.22 The Project began in October 2004 and as at 31 March 2006 there were 350 registered members with a 35% match rate. Accessibility from all geographical locations into and out of Harrogate District has increased as a direct result of the Car Share Pilot scheme. The key factor in the improved accessibility is that almost all journeys registered are commuter journeys with people travelling Monday to Friday. Accessibility plays a large part in reinstating people’s independence, particularly in rural isolated areas, of which Harrogate District has many. The scheme can only contribute to increasing independence and accessibility and not just in isolated areas when it is rolled out across North Yorkshire.

3.1.23 The following statistics demonstrate the groups annual performance which shows the valuable contribution it also makes to the Environment objective (refer to Section 3.2 below):

<table>
<thead>
<tr>
<th>Miles saved</th>
<th>CO₂ saved</th>
<th>Money saved</th>
<th>Trees saved</th>
</tr>
</thead>
<tbody>
<tr>
<td>218,444</td>
<td>41 tonnes</td>
<td>£21,844</td>
<td>13,835 trees</td>
</tr>
</tbody>
</table>

3.1.24 115 towns and villages have been visited and they are now displaying posters and brochures on notice boards, shop windows, information centres etc. There has been a recent increase in people registering to car share from some of the villages visited, e.g. three females from York who previously commuted to Harrogate in their own cars are now car sharing between 3-5 days per week.

3.1.25 An added benefit of this scheme has been that the project worker is operating together with both town and travel planners in order to ensure the success of the scheme and how it can link in with all aspects of the Local Area Agreement.

3.2 Looking After Our Heritage And Our Environment

3.2.1 Introduction

3.2.2 Environmental protection and enhancement is an underlying theme for most planning strategies and policies at a national, regional and local level. Provision for transport and transport related pollution can have a major impact on the environment. Equally, transport can make a significant contribution to environmental protection and enhancement.

3.2.3 Whilst North Yorkshire does not suffer significantly from wide scale air pollution or traffic related noise pollution, the quality of the environment, both built and natural, is an issue of special importance. There are two National Parks in North Yorkshire, three Areas of Outstanding Natural Beauty (AONB), a heritage coastline, over 200 Sites of Special Scientific Interest, over 12,000 listed buildings and a world heritage site at Fountains Abbey.

3.2.4 Tourism is a main stay of the North Yorkshire economy with over 10% of the County’s population being employed in tourism related industries. The impact of the 2001 Foot and Mouth epidemic demonstrated that the environment of the countryside is a major attractor of these tourists.

3.2.5 In recognition of this importance LTP 1 included a Key Aim of:

a) Protecting and Enhancing Environmental Quality by integrating land use, planning and all forms of transport as a means of minimising environmental impact and reducing the need to travel,

i) To contribute towards achieving this Aim, all schemes and initiatives implemented through LTP 1 included a consideration of the environmental impacts and benefits. However, in order to illustrate this, three examples of typical schemes are set out below
demonstrating how LTP 1 has contributed to protecting and enhancing the heritage and environment of North Yorkshire.

3.2.6 **Ripon Market Place Refurbishment:** Ripon is England’s smallest city with a population of approximately 23,000. It lies at the junction of the A61, A6108 and B6265. Until the opening of Ripon Bypass in 1996, traffic using the A61 and B6265 passed through the Ripon Market Place resulting in significant traffic congestion, noise and air quality problems, conflict with shoppers and a detrimental impact on the conservation area. The opening of the bypass removed most through traffic from Ripon enabling the County Council to introduce traffic management measure to minimise and manage the remaining traffic in the Market Place. However, the highway infrastructure and materials in the Market Place remained of a type suitable for the large volumes of through traffic previously using the route. Additionally, the centre of the Market Place on non market days was used by Harrogate Borough Council for car parking. The picture below shows the Market Place before improvement.

3.2.7 Working in partnership, the County and Borough Council developed a project with the following aim:

To enhance the historic Market Place and surrounding streets and improve safety and the environment for pedestrians to encourage more shoppers to visit and aid the economy of the area.

3.2.8 The project was jointly funded by the County and Borough Council and a successful Heritage Lottery Fund application. The total cost of the project was £1.65 million of which £0.21 million was funded through LTP 1, £0.21 million from Harrogate Borough Council and £1.23 million from the Heritage Lottery Fund.

3.2.9 The scheme comprised of the following elements:

a) Pedestrianisation of 40% of the parking area from the Market Place;
b) Provision of a communal pedestrian area linking the Town Hall and Obelisk;
c) Relocation of the taxi rank to leave the centre of the Market Place free from vehicles;
d) Widening footways and reducing carriageway widths;
e) Introduction of dropped kerb crossing points and improved disabled parking facilities;
f) Conversion of the carriageway from blacktop to heritage and Yorkstone Setts (depending on traffic flows);
g) Replacement of concrete flag footways and concrete kerbs with Yorkstone flags and granite kerbs;
h) Replacement of concrete car parking area with Yorkstone flag and sett pedestrian area and heritage sett parking area; and
i) Replacement of cluttered street furniture with high quality ‘Ripon’ branded street furniture.
3.2.10 The picture below shows the Market Place after improvement. The finished scheme won an Institution of Civil Engineers Award and a Ripon Civic Society award and has been widely praised by local people including the Ripon Disabled Action Group for its good disabled access.

3.2.11 **Whitby Traffic Management Strategy:** Whitby is a small coastal resort on the north east coast of North Yorkshire. The town, although not within its boundary, is entirely surrounded by the North York Moors National Park. With the decline of the Port of Whitby and the local fishing industry tourism is becoming increasingly important to the local economy. Maintaining a high quality environment both in the town and in the National Park surrounding Whitby was therefore an important element of the Traffic Management Strategy (TMS).

3.2.12 One of the main threats to the environment and heritage of Whitby and its surrounding areas is the impact of tourist traffic. The very thing that attracts the tourists is vulnerable to their impact.

3.2.13 In the spring of 2000, the main local bus operator informed the County Council of its intention to close their bus station in Whitby. In order to maintain the high profile of bus services for both local people and visitors it was felt necessary for Whitby to have a bus station. The County Council investigated possible locations for a new bus station. Whilst the layout of the existing bus station had some constraints its location (next to the railway station and within easy walking distance of the town centre, harbour, beach and local supermarket) made it the best site available. The County Council purchased the bus station site from the bus operator and, working with the Whitby Re-generation Partnership, prepared a design for a new bus station to provide enhanced facilities for travellers including:

a) Raised boarding points
b) A fully enclosed waiting room with seating and lighting;
c) Clearly defined pedestrian crossings and rights of way;
d) New lighting columns and street furniture;
e) Crossing areas linking the railway and bus stations and speed tables to add a traffic calming effect;
f) A coin operated toilet unit which can be used by able bodied and disabled people;
g) CCTV coverage, toughened glass and lighting in the shelters eliminating dark corners to bring a secure, safe feeling to the area;
h) Timetable information at each stand;
i) A tree, landscaping, transport sculpture and clock; and
j) Cycle stands and taxi rank.

3.2.14 As the site was in a conservation area the design included high quality materials and street furniture that were sympathetic to the surrounding buildings and harbour area. The total cost of the scheme was £0.8m. The picture overleaf shows the completed new Whitby Bus Station.
This project contributed towards the protection and enhancement of the environment on two levels. Firstly, in providing interchange facilities for bus, rail, pedestrian and cycle transport it encourages the use of more sustainable alternatives to the private car for both local and longer distance journeys hence enhancing the environment of both the town and its surrounding area. Secondly the re-building of the old bus station in appropriate materials has enhanced the local environment and the conservation area.

One of the stated objectives of the Whitby TMS was:

Environmental Protection and Enhancement:

a) To identify key areas for improvement where pedestrians and essential servicing traffic will be given priority; and

b) To improve air quality by reducing the levels of pollutants from vehicles particularly in the central area.

The TMS included the following measures to encourage modal shift to meet this objective:

a) A cycling plan to identify and provide a comprehensive network of cycle routes within the town and linking to national and regional recreational cycle routes;

b) A pedestrian action plan to improve facilities and the environment for pedestrians especially in the town centre, the harbour area and links to the North Cliffe visitor facilities and parking;

c) Improvements to bus stop and shelter facilities in the town;

d) Improved rail services on the Esk Valley Line; and

e) Park and Ride into the town.

An on-going programme has commenced with £7m being spent during the LTP 1 period. Schemes have included:

a) Improvements to allow pedestrian priority on Pier Road;

b) Provision of footways (using traditional materials) on Khyber Pass linking the Quayside and beach to North Cliffe.

Further schemes from the TMS, including the provision of a Park and Ride site and service, are planned for implementation in the early years of LTP 2.

The timber industry is a major contributor to the economy of parts of North Yorkshire. Significant areas of the North York Moors National Park (and lesser areas of the Yorkshire Dales) consist of commercial forests. Unfortunately, in most cases these forests are in the more remote areas of the County which by their nature are served by narrow minor roads. When timber is extracted the impact of even small volumes of large heavy vehicles on these unsuitable roads and the communities they pass through is significant.

Investigations carried out during the early years of LTP 1 established that given the relative proximity of the forests to the timber processing plants and the sparsity of the rail network there was little scope for

Whitby Bus Station
large scale transfer of timber to rail. Therefore, given the sporadic nature of timber extraction and recognising the importance of the timber industry to the rural economy the Council decided that the best approach to addressing these issues was through partnership with the industry. Through the Yorkshire Forest Industry Liaison Group the County Council lead on the formation of a Timber Freight Quality Partnership (FQP) involving both the Forestry Commission and private sector timber interests, including local timber hauliers.

3.2.23 The agreed aim of the FQP was to reduce the impact of timber extraction traffic on sensitive communities and to encourage the use of a more appropriate road network, whilst still maintaining the viability of the local timber industry. Notwithstanding the formation of the FQP, the Council continues to investigate a number of possible opportunities for transfer of timber to rail.

3.2.24 The Timber FQP is working well and has been welcomed by all partners. To date the main benefits that have been realised are:

a) **A Timber Extraction Map**: Based on best practice from Scotland, the FQP has agreed and produced a Preferred Routes Map which now covers 95% of Forestry Commission Assets and is used as a basis for integrating timber extraction proposals with County Council maintenance programmes.

b) **A Better Working Relationship**: This has allowed a greater understanding by partners (NYCC, freight industry, communities) of issues of mutual concern, leading to greater consensus and an increased willingness to compromise on problems.

c) **Timber Haulage Routes**: Building on the route map, partnerships formed through the FQP process with the Forestry Commission and private sector timber interests such as Tilhill Economic Forestry, have allowed NYCC to influence the means of timber extraction across the County. For example, the harvest from Greenfields Woodland, in the Yorkshire Dales, is now to be routed away from local villages, minimising the impact of heavy traffic on residents.

3.2.25 The Timber FQP continues to meet on a regular basis providing a forum for the early identification of forthcoming harvesting works and the discussion of extraction methods and routes which will minimise the environmental impact of timber transport. This ongoing forum is of vital importance given the potential for the growth of timber as a fuel for power stations. Further information on this matter is included in LTP 2.

3.2.26 The above three examples are typical of the initiatives undertaken by the County Council and its partners around the County. Throughout LTP 1 numerous other similar initiatives have been undertaken.
3.3 Independence Through Employment, Opportunity And Appropriate Support

3.3.1 The focus is on achieving independence through employment, opportunity and appropriate support. Clearly, the availability of transport and more widely, improving accessibility to essential services, especially for vulnerable groups such as the young, the elderly and other hard to reach groups, all have a key role to play in this respect.

3.3.2 A series of benefits that would accrue from the achievement of this objective were identified, including:
   a) opportunities for a variety of employment will be less centralised and more accessible;
   b) this will assist those with poor access to transport, wherever they live in the County;
   c) people with disabilities will be able to participate more fully in the life of their community; and
   d) more elderly people will be helped to live in their own homes for longer.

3.3.3 As with the Sustainable Communities objective, the Council Plan recognised that the delivery of an effective transport system, especially ensuring that those without private transport have access to services they need, was key to meeting this wider policy aim.

3.3.4 The following sections describe examples of measures and initiatives that contribute to the Sustainable Communities wider policy aim and the benefits described above:

3.3.5 Community Transport: Investment in community transport has largely come from Rural Bus Challenge Schemes. In particular, we have been able to provide additional vehicles and communications through enhanced IT provision. This has produced the foundations for expansion of the CT sector to contribute to improved access for North Yorkshire residents.

3.3.6 This investment is providing greater independence to people unable to use alternative modes of transport. CT operators are also able in some areas, to provide a service to all residents of a rural community where commercial and contracted bus services are not viable. Many CT services provide an enhanced level of support for those with specialist needs, including full escorted travel.

3.3.7 CT operators, such as the Little Red Bus network, RYECAT Ltd and Scarborough Dial-a-Ride target their services at the most vulnerable people and endeavour to provide a door-to-door service without passengers having to change or wait around. Most will also provide an escort service where this is needed. Some operators also have services aimed at younger people, such as evening leisure services that were provided by the Lower Nidd Community Minibus. These provide a safe journey for young people from rural villages into town.

3.3.8 Other community transport schemes are aimed more at individuals rather than group transport. Examples of initiatives to promote individual mobility (such as Wheels to Work and Car Share Schemes) have been included in the commentary on how the transport contributed towards the Safe, Healthy and Sustainable Communities corporate priority.

3.3.9 Travel Awareness: Through its ‘Smarter Choices’ document, the DfT recognises the importance of softer measures in the delivery of key priorities. Acknowledging this vital role, the Council has throughout LTP 1 developed and implemented a Travel Awareness Strategy that is now nationally...
recognised. One such example promoting independence is that of personalised journey planning, which the County was one of the first to trial in Ripon in 2002.

3.3.10 The project made direct contact with individual members of the public and established a dialogue with them. An important part of this was to identify their particular trip patterns and accessibility requirements. The result was a ‘travel plan’, providing tailored travel advice and information. Subsequent development of this in Knaresborough produced batch versions of plans for schoolchildren and during the LTP 1 period we began discussions with Social Services to roll out a personalised journey planning service for their clients, thus targeting those most in need.
Section 4 Progress Towards Targets (Proforma A)

4.1 Targets and Indicators
4.2 In order to assess our progress towards achieving the LTP 1 Aims and Objectives we adopted a number of indicators and targets throughout the life of the Plan. This section reports on both the Mandatory Core Indicators required by the DfT and Local Indicators adopted by the County Council.

4.3 Progress on Core Indicators
4.4 We have made good progress on delivering the targets set against Core Indicators. We have achieved our casualty reduction targets, road condition targets are generally on track and we have managed to maintain rural access to bus services. Our performances on the targets for bus patronage and cycle trips follow the nationally declining trend. The County wide figures for these indicators do not, however, reflect some of the local successes we have achieved.

4.5 Proforma A (Table 4.1) gives details of the County’s performance towards achieving these Core Indicators. This is accompanied by a series of trajectory graphs, a commentary on each of the targets which gives brief details of the indicator, how it was achieved or, where necessary, an explanation of why it was not achieved.
## Proforma (Table 4.1)

<table>
<thead>
<tr>
<th>Core Indicator</th>
<th>Definitions</th>
<th>Year</th>
<th>Value</th>
<th>Year Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Condition (% where structural maintenance should be considered)</td>
<td>(1) principal roads - BV223</td>
<td>Base Data</td>
<td>2000/01</td>
<td>11.2</td>
</tr>
<tr>
<td></td>
<td>Target Data</td>
<td>Actual Figures</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Units</td>
<td>%</td>
<td></td>
<td>Trajectories</td>
</tr>
<tr>
<td></td>
<td>(2) non-principal roads - BV224a</td>
<td>Base Data</td>
<td>2003/04</td>
<td>17.44%</td>
</tr>
<tr>
<td></td>
<td>Target Data</td>
<td>Actual Figures</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Units</td>
<td>%</td>
<td></td>
<td>Trajectories</td>
</tr>
<tr>
<td></td>
<td>(3) unclassified roads - BV224b (BV97b)</td>
<td>Base Data</td>
<td>2003/04</td>
<td>25.33</td>
</tr>
<tr>
<td></td>
<td>Target Data</td>
<td>Actual Figures</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Units</td>
<td>%</td>
<td></td>
<td>Trajectories</td>
</tr>
<tr>
<td>Number of bus passenger journeys</td>
<td>Thousands of bus passenger journeys (i.e. boardings) per year in the authority - BV102</td>
<td>Base Data</td>
<td>2000/01</td>
<td>15.4</td>
</tr>
<tr>
<td></td>
<td>Target Data</td>
<td>Actual Figures</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Units</td>
<td>million</td>
<td></td>
<td>Trajectories</td>
</tr>
<tr>
<td>Number of cycling trips</td>
<td>Number of cycling trips at a representative number of counting points (please state which)</td>
<td>Base Data</td>
<td>1998</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>Target Data</td>
<td>n/a</td>
<td>n/a</td>
<td>Actual Figures</td>
</tr>
<tr>
<td></td>
<td>Units</td>
<td>n/a</td>
<td>n/a</td>
<td>Trajectories</td>
</tr>
<tr>
<td>Number of deaths and serious injuries (all ages)</td>
<td>Number of people killed or seriously injured on roads in the authority</td>
<td>Base Data</td>
<td>1994-1998</td>
<td>1037</td>
</tr>
<tr>
<td></td>
<td>Target Data</td>
<td>2010</td>
<td>622</td>
<td>Actual Figures</td>
</tr>
<tr>
<td></td>
<td>Units</td>
<td>Casualties</td>
<td></td>
<td>Trajectories</td>
</tr>
<tr>
<td>Number of children killed and seriously injured</td>
<td>Number of children aged less than 16 killed or seriously injured in the authority</td>
<td>Base Data</td>
<td>1994-1998</td>
<td>108</td>
</tr>
<tr>
<td></td>
<td>Target Data</td>
<td>2010</td>
<td>43</td>
<td>Actual Figures</td>
</tr>
<tr>
<td></td>
<td>Units</td>
<td>Casualties</td>
<td></td>
<td>Trajectories</td>
</tr>
<tr>
<td>Light rail passenger journeys</td>
<td>Thousands of light rail passengers per year</td>
<td>Base Data</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Target Data</td>
<td>n/a</td>
<td>Actual Figures</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Units</td>
<td>n/a</td>
<td>Trajectories</td>
<td></td>
</tr>
<tr>
<td>% of rural households within 13 minutes walk of an hourly or better bus service</td>
<td>% of rural households within 13 minutes walk of an hourly or better bus service</td>
<td>Base Data</td>
<td>2001/02</td>
<td>44%</td>
</tr>
<tr>
<td></td>
<td>Target Data</td>
<td>Actual Figures</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Units</td>
<td>%</td>
<td></td>
<td>Trajectories</td>
</tr>
</tbody>
</table>
### Actual and Trajectory Data

<table>
<thead>
<tr>
<th>Year</th>
<th>2000/01</th>
<th>2001/02</th>
<th>2002/03</th>
<th>2003/04</th>
<th>2004/05</th>
<th>2005/06</th>
</tr>
</thead>
<tbody>
<tr>
<td>LA</td>
<td>11.2</td>
<td>19.7</td>
<td>24</td>
<td>5.45</td>
<td>38.61</td>
<td>4.37</td>
</tr>
<tr>
<td>Achieved</td>
<td>No Clear Evidence</td>
<td>No Target</td>
<td>On Track</td>
<td>In part this target has not been achieved because of inconsistencies in the data that has been recorded, both for the base line year, which was overstated, and in subsequent years.</td>
<td>No change from previous years</td>
<td></td>
</tr>
<tr>
<td>Figures</td>
<td>2000/01</td>
<td>2001/02</td>
<td>2002/03</td>
<td>2003/04</td>
<td>2004/05</td>
<td>2005/06</td>
</tr>
<tr>
<td>Evidence</td>
<td>Deflectograph 11.2%</td>
<td>Deflectograph 19.7%</td>
<td>Deflectograph 24.00%</td>
<td>UKPMS CVI 5.45%</td>
<td>UKPMS TTS 38.61%</td>
<td>UKPMS SCANNER 4.37%</td>
</tr>
<tr>
<td>2000/01</td>
<td>2001/02</td>
<td>2002/03</td>
<td>2003/04</td>
<td>2004/05</td>
<td>2005/06</td>
<td></td>
</tr>
<tr>
<td>Target</td>
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<td>15.71</td>
<td>11.8</td>
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<td>2000/01</td>
<td>2001/02</td>
<td>2002/03</td>
<td>2003/04</td>
<td>2004/05</td>
<td>2005/06</td>
<td></td>
</tr>
<tr>
<td>Operators</td>
<td>On Track</td>
<td>On Track</td>
<td>In part this target has not been achieved because of inconsistencies in the data that has been recorded, both for the base line year, which was overstated, and in subsequent years.</td>
<td>Annual returns by Bus Operators</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2000/01</td>
<td>2001/02</td>
<td>2002/03</td>
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<td>2004/05</td>
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<td>16.1</td>
<td>16.1</td>
<td>15</td>
<td>14.8</td>
<td>16.5</td>
<td>17</td>
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<td>2000</td>
<td>2001</td>
<td>2002</td>
<td>2003</td>
<td>2004</td>
<td>2005</td>
<td></td>
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<td>16%</td>
<td>-3%</td>
<td>10%</td>
<td>4%</td>
<td>-16%</td>
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<td>53</td>
<td>51</td>
<td></td>
</tr>
<tr>
<td>2000/01</td>
<td>2001/02</td>
<td>2002/03</td>
<td>2003/04</td>
<td>2004/05</td>
<td>2005/06</td>
<td></td>
</tr>
<tr>
<td>44%</td>
<td>44%</td>
<td>46%</td>
<td>46%</td>
<td>46%</td>
<td>46%</td>
<td>46%</td>
</tr>
</tbody>
</table>
4.6 Progress on Core Indicators

4.7 Road Condition (% where structural maintenance should be considered) principal roads (BV223)

4.8 The structural condition of principal roads in the County is generally good. The latest surveys carried out in 2005/06 have given indicators showing the following breakdown:
   a) Red (poor overall condition) 4.13%
   b) Amber (some deterioration apparent) 27.14%
   c) Green (generally good state of repair) 68.48%

4.9 The good overall condition has been achieved by appropriate allocation of capital and revenue budgets and objective assessment of schemes. Over many years, revenue has been directed towards long-term structural patching and high quality surface dressing. This process has been used successfully on principal and non-principal roads to maintain and improve the quality of a largely rural network.

The capital budget allocation has been balanced between reconstructing failed carriageways (red) and improving carriageways beginning to deteriorate (amber). This strategy minimised the need for temporary emergency repairs of failed carriageways allowing more revenue spending on long-term structural patching and surface dressing. The capital schemes were identified by local professional engineers relative to the overall condition of their particular network. Subsequently, all proposals were objectively assessed by a central team creating a five year prioritised work programme which was amended annually.

4.10 The latest surveys demonstrate good road conditions, as a consequence of the changes to the methodology for measuring and reporting on this BVPI, it has not been possible to establish a trend of improvement since 2001. It has been difficult to set and monitor progress towards achieving targets. Implementation of the SCANNER surveys in 2005/06 will provide a more consistent monitoring regime and allow the Council to further develop efficient maintenance strategies to ensure that the BVPI improves. To assist in this process, the (TRACS) data collected in 2004/05 using the previous methodology will be re-assessed using the latest methods to establish a longer term trend that will assist in strategy development and target setting.

4.11 Road Condition (% where structural maintenance should be considered) non-principal roads (BV224a)

4.12 The 2005/06 Indicator has produced the following breakdown for non-principal roads:
   a) B Class Roads, Red 14.72%, Amber 39.66% and Green 45.62%
   b) C Class Roads, Red 6.01%, Amber 35.68% and Green 58.31%

This indicates that the structural condition of non-principal roads is generally fairly good.

4.13 However, as with principal roads, due to the changing survey methodology it has been difficult to set targets and monitor progress. This issue has now been addressed and implementation of the SCANNER surveys for non-principal roads will allow improved monitoring and hence strategy development.

4.14 It is likely that this strategy will prioritise lengths of road in the Amber category so that its condition does not deteriorate to the extent that it moves into the RED category and hence contribute to the BVPI.
4.15 Road Condition (% where structural maintenance should be considered) unclassified roads (BV224b) (ex BV97b)

4.16 The continuing use of the UKPMS CVI survey methodology and consistency in the rules and parameters for analysis, has enabled the Council to develop a maintenance strategy that will improve the BVPI and address the condition of the road length below the intervention level. This will allow the Council to remain on track to achieve its 2010 target.

4.17 Number of bus passenger journeys – Thousands of bus passenger journeys (i.e. boardings) per year in the authority (BV 102)

4.18 The County Council set a target in the first LTP of increasing bus passenger journeys from 15.4 million in 2000/01 to 17 million in 2005/06. The actual 2005/06 figure of 14.8 million does not achieve this target. This, in part, follows the national trend of reduced bus patronage and is partially due to poor quality data provided by bus operators. The countywide figure does not however demonstrate the significant increases in patronage on key commercial routes and the Council’s Premier Specification Contracts and Services. This is particularly the case in the Harrogate and Knaresborough area where, to address congestion through modal shift, the Council has worked with the main operator to introduce a series of measures. These have delivered growth of over 20% on the interurban Harrogate to Knaresborough route and over 40% on the longer distance Ripon – Harrogate – Leeds route. This makes a significant contribution to the shared priorities of reducing congestion and improving air quality.

4.19 Monitoring of this indicator is extremely problematic as the Council only compile patronage figures which are collected by operators. The figures received have proved to be often inaccurate and inconsistent. It is probable that this was the case for the base line information with patronage being overestimated resulting in the setting of an overly high target.

4.20 Number of cycling trips – Number of cycling trips at a representative number of counting points

4.21 The Council has set targets for and monitor cycle use at 15 representative locations across the County. Information on the trends at each location is reported in Appendix G. Notwithstanding the above, the Council report an average overall growth figure for cycle use based on the four towns monitored.

4.22 Data from 2000 to present day demonstrates that cycle use is extremely variable on a both day by day and annual basis. This appears to be very weather dependant both in terms of the day of the surveys and also the summer climate. Of the six years between 2000 and 2005 three have shown growth compared to the 1998 base line and three have shown decreases. Current figures (2005) indicate a decrease of 13% compared to 1998.

4.23 In order to try to minimise this variability by recording continuous cycle data rather than one day ‘snap shots’, the Council has recently installed 15 permanent automatic cycle counters at representative locations across the County. These will be used to monitor and report on our LTP 2 cycle use targets.

4.24 The countywide reduction in overall cycle use, however, masks some significant increases in areas where we have constructed routes and facilities. For example, the cycle network in Northallerton has facilitated growth of approximately 12.5% between 2000 and 2005. Similarly, the cycle lanes between Filey town centre and Filey Secondary School has helped produce growth of 70.9% on recently implemented schemes in Filey.
4.25 **Number of deaths and serious injuries (all ages)**

- Number of people killed or seriously injured on roads in the authority

4.26 The first LTP set a target of reducing all KSI casualties by 40% by 2010 compared to the 1994-98 baseline average of 1,037. 2005 KSI casualty figures for the County are a reduction of 33% from the 1994-98 average. This is ahead of the estimated trajectory figure of 700 for 2005. The target level for the end of the first LTP has, therefore, been achieved and remains on track for the 2010 end date of this target. This is a significant contribution to the shared priority of safer roads.

4.27 These reductions have been achieved mainly through a combination of engineering measures (local safety schemes), targeted education of high risk groups and working with the police enforcement measures. This has been especially effective in reducing the total number of powered two-wheeler KSI casualties from 212 in 2003 to 147 in 2005.

4.28 **Number of children killed or seriously injured – Number of children (aged less than 16 years) killed or seriously injured in the authority**

4.29 The first LTP set a target of reducing child KSI casualties by 50% by 2010 compared to the 1994-98 baseline average of 108. This was achieved in 2001.

4.30 The Council set a stretched target of a 60% reduction by 2010. This equates to a reduction of 43 child KSI casualties by 2010. Actual recorded child KSI casualties for 2005 are 51 which are marginally above the estimated trajectory for 2005 of 50. This demonstrates a falling trend and, taking into account random variability of accidents, is essentially still on track to achieve the 2010 stretched target. This is a significant contribution to the safer roads shared priority.

4.31 Child KSI reductions have been achieved mainly through a combination of engineering measures (local safety schemes) and the education programme with schools, midwives, social services staff, child minders and parents.

4.32 **Light Rail passenger journeys – Thousands of light rail passengers per year**

4.33 There are no light facilities in North Yorkshire and therefore no necessity to set a target or report on this indicator.

4.34 **Percentage of rural households within 13 minutes walk of an hourly or better bus service**

4.35 The first LTP did not set a target to increase the percentage of rural households within a 13 minute walk of an hourly or better bus service, as it was considered that maintaining the existing number would be challenging for a large rural County where historically there have been steady reductions in commercial bus services. Following comments from the DfT, the County Council adopted a target to maintain the percentage of households within a 13 minutes walk of an hourly or better bus service. For the reasons given above, when set against the national trend of commercial de-registrations and the Council’s limited influence in this area, this is felt to be a very stretching target. The figure for 2005/06 is 46% which is the same as 2003/04 and 2004/05 and 2% higher than the 2001/02 base year indicating the target of maintaining the number in the 2001/02 base year has been achieved.

4.36 Whilst the Council is unable to dictate service levels and routes in the de-regulated bus industry, we are able to use revenue budgets to maintain rural accessibility by ‘buying back’ services that operators deem uneconomic and have deregistered. During LTP
1, the Council has realised 14 complete service de-registrations, all but one of which have been secured under contract to the County Council at an annual cost of £0.317m.

4.37 Progress on Local Indicators

4.38 In addition to the Core Indicators, over the life of the LTP, the Council has adopted a number of Local Indicators and Targets. Details of all of these are included in Appendix M.

Table 4.2 overleaf includes a selection of Local Indicators which demonstrate the good progress that the Council has made towards achieving the LTP Objectives.
<table>
<thead>
<tr>
<th>LTP Objective</th>
<th>Local Performance Indicator</th>
<th>Local Target</th>
<th>Baseline</th>
<th>Actual and Trajectory Data (01/02 02/03 03/04 04/05 05/06 10/11)</th>
<th>On Track/Achieved</th>
</tr>
</thead>
<tbody>
<tr>
<td>To promote social equality by providing genuine choices of travel mode which meet the travel needs of the socially and physically disadvantaged</td>
<td>Facilities at signalised pedestrian crossings for people with disabilities</td>
<td>Introduce facilities for the disabled at all new signalised crossings</td>
<td>n/a</td>
<td>100% 100% 100% 100% 100% 100%</td>
<td>Achieved</td>
</tr>
<tr>
<td></td>
<td>Retrofit all existing crossings</td>
<td>166 required in July 2000</td>
<td>142 155 164 166 n/a n/a</td>
<td>Achieved in 04/05</td>
<td></td>
</tr>
<tr>
<td>To limit traffic growth by reducing the need to travel and develop alternative non-car travel modes</td>
<td>Traffic in Harrogate and Scarborough Town Centres</td>
<td>Achieve zero growth in Harrogate from 2000</td>
<td>Average number of trips at key locations in the town centre expressed as percentage change</td>
<td>0% 0% 1% 1% 1% n/a</td>
<td>Achieved</td>
</tr>
<tr>
<td></td>
<td>Achieve zero growth in Scarborough from 2000</td>
<td>Average number of trips at key locations in the town centre expressed as percentage change</td>
<td>No data</td>
<td>% % % % n/a</td>
<td>Achieved</td>
</tr>
<tr>
<td></td>
<td>Traffic in the North York Moors and Yorkshire Dales National Parks</td>
<td>Limit growth in the North York Moors to 1% below the National Average</td>
<td>The difference between the average no. of trips at key locations expressed as a % compared to National Growth (Baseline 2000)</td>
<td>-4% 4% 6% 4% 5% n/a</td>
<td>Not achieved</td>
</tr>
<tr>
<td></td>
<td>Limit growth in the Yorkshire Dales to 2% below the National Average</td>
<td>The difference between the average no. of trips at key locations expressed as a % compared to National Growth (Baseline 2000)</td>
<td>-13% -6% -2% -6% -4% n/a</td>
<td>Achieved</td>
<td></td>
</tr>
<tr>
<td>To provide a safe, efficient and well maintained highway network as part of an integrated transport strategy</td>
<td>Footway Condition</td>
<td>Condition of Category 1a, 1 and 2 Footways (BVPI 187)</td>
<td>Baseline established in 2003/04 at 24%</td>
<td>No data</td>
<td>BVPI methodology covers 50% of the network each year therefore a year on year comparison is not possible. Programme of maintenance expenditure will ensure 2010/11 target is achieved.</td>
</tr>
<tr>
<td>LTP Objective</td>
<td>Local Performance Indicator</td>
<td>Local Target</td>
<td>Baseline</td>
<td>Actual and Trajectory Data</td>
<td>On Track/Achieved</td>
</tr>
<tr>
<td>------------------------------------------------------------------------------</td>
<td>-----------------------------</td>
<td>-------------------------------------------------------------------------------</td>
<td>----------</td>
<td>---------------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>To minimise the adverse impact of traffic on the environment, particularly with regard to noise and air pollution</td>
<td>Freight Quality Partnerships (FQPs)</td>
<td>Establish 5 FQPs during the life of the Plan (target stretched from 3 FQPs)</td>
<td>n/a</td>
<td>3 3 4 5 5 n/a</td>
<td>Achieved</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>To provide a quality public transport system for as many residents as possible which recognises the importance and impact of tourism in the County</td>
<td>Quality of local bus services</td>
<td>Ensure 75% of users are satisfied with the quality of local bus services by the end of the plan period</td>
<td>n/a</td>
<td>46% No survey 56% No survey 75% n/a</td>
<td>Achieved</td>
</tr>
<tr>
<td>Quality of provision of local public transport information</td>
<td></td>
<td>Ensure 75% of users are satisfied with the quality of local public transport information by the end of the plan period</td>
<td>n/a</td>
<td>41% No survey 52% No survey 75% n/a</td>
<td>Achieved</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>To reduce the number and severity of casualties arising from road accidents in the County</td>
<td>Slight Casualty Rate</td>
<td>Reduce rate by 10% by 2010 compared with the 1994/98 average</td>
<td>2947</td>
<td>2942 2933 2810 2807 2536 2947</td>
<td>On track</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>To facilitate opportunities for economic regeneration and growth and the sustainable movement of goods.</td>
<td>Bridge Stock</td>
<td>Ensure 95% of bridge stock is available for 40 tonne vehicles by 2006</td>
<td>Total bridge stock 1963</td>
<td>84% 87% 89% 91% 93% n/a</td>
<td>Not Achieved</td>
</tr>
</tbody>
</table>

This indicator demonstrates the success of the FQP approach to addressing freight issues.

Achieved through partnership working with operators.

Achieved through partnership working with operators.

(Equates to no growth in number of casualties assuming that an average 1% increase in traffic would result in a 10% reduction in the rate of slight injuries by 2010)

This was a stretched target from 90%. Achieving the target was delayed only due to significant destruction/damage to a number of bridges in the North York Moors area following a flood event in 2005. Target level will be achieved in 2006/07.
Section 5 Delivery Of LTP Strategies (Proforma B)

5.0 Plan Strategy Delivery
5.1 This section provides a summary of the delivery of strategies included in LTP 1. In accordance with the guidance, this summary is shown in Table 5.1 which complies to the format of DfT Proforma B. This table includes the mandatory strategy areas of Road Safety, Public Transport and Sustainability of Transport Policies. Additionally, the County Council has selected School Travel and Disability Issues and Social Inclusion from the optional strategies for reporting.

5.2 Road Safety Strategy
Consultation with stakeholders and the public during the preparation of LTP 1 and as part of the mid term review in 2002 established the view that Road Safety should be the main priority of the LTP. Based on this view over the five year LTP period the County Council allocated approximately 28% of the Integrated Transport Block towards improving road safety.

5.3 Public Transport Strategy
Public transport was an important element of the LTP 1 strategy for two main reasons. In urban areas public transport offers an alternative to the private car and can therefore contribute towards reducing traffic congestion and its adverse impacts. Secondly, for people without access to a private car, public transport often provides the only realistic means of access to the services they require. This is particularly relevant to the large rural areas of North Yorkshire.

5.4 Sustainability of Transport Policies
Promotion of sustainable communities has been identified in the North Yorkshire Council Plan as a priority for many years. This is reflected in the LTP 1 Vision of “a sustainable transport system which will not only meets the social and economic needs of local communities, but also safeguards the environment”. Sustainable transport has therefore been at the heart of the implementation of LTP 1.

5.5 School Travel Strategy
This is often cited as one of the major issues affecting both urban and rural transport. North Yorkshire County Council has been at the forefront of promoting better travel to school patterns locally, regionally and nationally.

5.6 Disabled Issues and Social Inclusion Strategy
Relative to the national figures, North Yorkshire has a high and growing percentage of its population over the age of 60 years. Increasing age is often accompanied by decreasing mobility. Addressing disability and mobility issues across the whole of the transport system was therefore an important element of the Council’s first LTP. Provision for disabled people is, however, only one element of the need to make travel available for all sections of the population. The need to “promote social equality and opportunity” through better transport choices was also a Key Aim of LTP 1.
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<tr>
<td>Establish a Road Safety Strategy</td>
<td>Progress on local casualty reduction targets</td>
<td>The County Council’s Road Safety strategy was to reduce the number and severity of casualties on the County’s roads in line with outcome targets based on a local interpretation of the national targets. We have consequently adopted the Government’s road casualty reduction targets and subsequently set a stretched target for reducing child KSI’s by 60% by 2010 (the 50% reduction having been achieved by 2001). Substantial progress in improving the safety of the County’s roads has been made and by the end of 2005 we had reduced KSI’s from 1,037 to 697; a reduction of 32.8% compared with the 1994-98 baseline average against the 2010 national target of a 40%. The child KSI figure has steadily reduced to 51 by the end of 2005, from the 1994-98 baseline average of 108. This is 52.8% below the baseline average and well on the way to meeting the County Council’s stretched target of a 60% reduction by 2010. The County Council set a target of maintaining the 1994-98 base line average for slight injuries of 2,947, assuming that an average 1% increase in traffic would result in a 10% reduction in slight injuries by 2010. In fact, there has been a steady reduction compared with the baseline with the 2005 total standing at 2,536; a 9.7% reduction. We also established a LPSA target to accelerate progress towards the total KSI target with the aim of reducing KSI’s to less than 700 by the end of 2005 and this has been achieved with a total of 697 KSI’s recorded in 2005. Our excellent casualty reductions have been achieved through a comprehensive programme of road safety schemes and initiatives. Our continued investment (£300k/annum on average) in revenue based activities such as the Junior Road Safety Officer scheme and ‘Drive Alive’ education activities at schools, have made a positive contribution to casualty reduction. LPSA funded activity delivered in partnership with North Yorkshire Police has seen motorcycle casualties reduce by one third and seatbelt wearing rates increase at schools by approximately 8%. We have delivered 350 local safety schemes, including traffic calming, improvement schemes, safer routes to school schemes and 20mph zones costing £10.5 million, which have produced an average casualty saving of 38% at the treated sites.</td>
<td>Delivered as planned</td>
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<td>Provide on road cycle training for 20% of 10-12 year olds.</td>
<td>This was achieved very early on in the life of the LTP 1 by wider promotion of the Cycling Awareness Programme and an increase in the number of volunteer instructors.</td>
<td>Achieved as planned</td>
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<td>To improve planning and control</td>
<td>LTP 1 identified the need to target casualty reduction activities in a more focused way than previously was the case. Analysis of casualty data had identified specific reasons why this would be beneficial (car occupant and motorcycle casualties were a more significant proportion of the total picture than across the UK in general) and the overall casualty situation was slightly worse than the case nationally. The development of a Road Safety Strategy and, more recently, the launch of the York and North Yorkshire Road Safety Partnership ‘95 Alive’ have been the result of this more data led approach to casualty reduction.</td>
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<td><strong>To improve the information systems available to enable targeted activity</strong></td>
<td>The County Council has made a considerable investment in upgrading its accident and casualty database in collaboration with North Yorkshire Police and, this partnership approach to accident statistics has enabled more flexible and sophisticated analysis to take place, as well as supporting the monitoring of activities. An information sharing protocol has been developed as part of the ‘95 Alive’ partnership to ensure each organisation is using common data when undertaking road safety activities. During the life of LTP 1, the development of a more data led approach to the work of the Road Safety Team has resulted in a shift of emphasis towards those areas and road user groups where the greatest casualty reduction potential exists, e.g. in car safety, particularly for children, safer motorcycling and increasing efforts to reduce young driver and passenger casualties.</td>
<td>Delivered as planned</td>
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<td><strong>Education, Training and Publicity</strong></td>
<td>The County Council has funded its road safety education, publicity and training programmes from its revenue budget (approximately £300k/annum) during the life of the first LTP. During the early stages of LTP 1, the Road Safety team was strengthened by the creation of two Road Safety Project Officer posts and, more recently, has been further strengthened by three new posts resulting in one full time Road Safety Officer (RSO) in each of the seven Area Offices. These changes have enhanced both our countywide and local activities. The additional staffing resource has allowed some movement away from ‘traditional’ activities and RSOS are now able to be more involved in work with other agencies such as local Community Safety Partnerships. During LTP 1, road safety educational activities continued in schools and colleges, including the provision of cyclist and pedestrian training and we were also able to introduce such activities as Junior Road Safety Officer schemes into 100 primary schools, as well as expanding the provision of activities targeting young drivers and their passengers such as the ‘Theatre in Education’ and ‘Drive Alive’ activities. Most recently, we have been able to explore the potential of involving the business community in casualty reduction and are developing an interactive website based resource which will enable employers to easily access a wide range of resources and training opportunities which will contribute to managing occupational road risk in businesses across the County. The County Council continues to be an active partner in regional and national groups such as LARSOA and the Regional Casualty Reduction Working Party and contributes to and shares the expertise of these groups. Regionally, we have supported several major campaigns aimed at young car occupants and over recent years these have moved from printed media to the use of regional commercial radio. The ‘95 Alive’ partnership is enabling us to share this expertise and the national Think! campaigns with other organisations and those they come into contact with.</td>
<td>Restructuring of the transport service at the Council has allowed the recruitment of extra road safety officers facilitating delivery of more road safety activities.</td>
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<td>Enforcement</td>
<td>The County Council works closely with North Yorkshire Police on a wide range of issues designed to reduce road casualties and during the life of LTP 1 has developed a more formal partnership. This has led to particular success with the targeted enforcement campaign “Operation Halter” aimed at reducing the number of motorcyclist casualties. This has made a significant impact particularly on the number of sport bike riders killed and seriously injured in the County. Motorcycle KSIIs have reduced from 202 in 2003 to 135 in 2005. This collaborative effort has been recognised as good practice by ACPO. North Yorkshire Police have also worked with the County Council to introduce an enforcement element into our work aimed at increasing the numbers of children wearing seatbelts when travelling by car.</td>
<td>Delivered as planned</td>
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<td>Engineering</td>
<td>During LTP 1, we have invested over £10m in local safety schemes. The types of schemes can vary from low cost signing and lining up to major junction improvements and strategic route schemes. These schemes are targeted at locations with a poor accident history and our comprehensive scheme monitoring programme shows average casualty savings of 38% at the treated sites.</td>
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<td>Establish a Bus Strategy</td>
<td>Achieving quality improvements through partnership with public transport operators</td>
<td>We recognised that partnership working was essential to the success of our LTP programme. We have fostered this approach for bus service and community transport and some examples are given below.</td>
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<td><strong>Bus Services:</strong> We entered into a formal ‘Quality Partnership’ with Arriva North East and Scarborough Borough Council as part of the refurbishment of Whitby Bus Station. We also developed an informal partnership with Harrogate &amp; District Travel which delivered:</td>
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<td>- the redevelopment of Harrogate Bus Station</td>
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<td>- introduction of real time information displays</td>
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<td>- improvements of the award winning service 36 Ripon – Harrogate – Leeds</td>
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<td>- improvements to the service 101/102 Harrogate to Knaresborough</td>
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<td>- innovative marketing initiatives, all of which have produced significant patronage growth and customer satisfaction.</td>
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<td><strong>Community Transport:</strong> We have fostered strong partnerships with the community and voluntary transport sector through the development and adoption of a Community Transport Strategy for North Yorkshire. This has culminated in a successful bid from Harrogate District Community Transport for funding from future builders to develop capacity in this area. A key factor in the success of this bid was the support for the voluntary sector by the Council.</td>
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<td>A core network of public transport services delivered to a specified standard with appropriate infrastructure at bus stops, bus/rail stations and terminal points.</td>
<td>In total, the County Council has spent in excess of £8m improving public transport infrastructure across the County. This has been complemented by revenue funding of £26m to support the provision of bus services. A summary is provided below.</td>
<td>Private sector funding allowed refurbishment of more bus stations than originally envisaged.</td>
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<td><strong>Buses</strong></td>
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<td>Five bus stations (Harrogate, Whitby, Tadcaster, Knaresborough, and Ripon) refurbished at a cost of £4m with a broadly equal share of public and private sector funding. Over 1,000 bus stops improved with markings, publicity, shelters and low floor kerbs.</td>
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<td><strong>Rail</strong></td>
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<td>Improved access for passengers at the 15 most used stations in the County at a cost of £200,000, with a further £2m investment from the rail industry.</td>
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<td><strong>Community Transport</strong></td>
<td>Support for new premises for Harrogate &amp; District Community Transport at a cost of £150,000 over five years.</td>
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<td>Substantial integration of conventional bus services with health and community transport and the voluntary sector.</td>
<td>Following a best value review in 2003/04, NYCC has created an Integrated Passenger Transport Unit (IPTU) which has combined the planning, procurement and delivery of the range of passenger transport services (public transport policy and operation, social services, education and community transport) provided by the Council. At the same time we have reviewed our procurement strategy to give a more significant weighting to quality and greater emphasis on working together with our contractors. Initial results are positive with almost £0.5m saving being achieved on the school transport network in Scarborough. We have made some progress in co-ordinating health journeys into a wider network of services. A pilot project based on Wensleydale identified opportunities for a more efficient network through better co-ordination, however, it has proved difficult to realise these so far.</td>
<td>Creation of the IPTU has allowed opportunities for additional integration.</td>
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<td>Local Indicator – To increase the number of passenger journeys in the two national parks and AONB by 15%</td>
<td>This target was achieved early in the Plan period and a stretched target was set at 80%. In 2003/04, growth of 67% was achieved. However, in subsequent years there was significant change to the network and a different methodology of calculating passenger numbers was introduced, notably on the Moorsbus network. The new figures suggest a reduction in passengers, however, a like for like comparison indicates continued growth.</td>
<td>Whilst counting like for like passenger figures, passenger growth has been sustained and delivered against the projection. Taking the performance over the last two years of the Plan period, it has shown to be a reaching a plateau, which exceeds our original growth figures.</td>
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<td>Local Indicator – To ensure that 75% of bus users are satisfied with bus services (BV104)</td>
<td>A substantial increase in satisfaction with bus services has been achieved. This measure has increased from 49% (rebased) in 2000/01 to 66% in 2003/04. Local research by Harrogate &amp; District Travel shows that satisfaction with their network of bus services is consistently in excess of 85%.</td>
<td>The target of 75% was an ambitious stretching target and significant progress has been made towards achieving this target. This figure is recorded by the triennial ODPM survey that is next due to be carried out in November 2006. Our local Citizens Panel survey carried out in November 2005 shows that improvement has been made towards this target.</td>
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<td>Local Indicator – To develop 16 Quality Bus Corridors</td>
<td>This has been exceeded with infrastructure improvements having been made on a total of 33 corridors. We established an effective method for audit, design, consultation and implementation including cost control for infrastructure improvements on key corridors. It was possible to deliver improvements to a larger number of bus corridors.</td>
<td>Development of effective working practices has allowed more corridors to be developed than originally planned.</td>
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| Local Indicator – To develop six Park & Ride sites | **Scarborough**  
Weaponness – The existing Park & Ride service at Weaponness is funded jointly by the County Council and Scarborough Borough Council. Working with the Borough Council, we made relatively minor but nevertheless effective improvements to the site and service. These included measures such as better direction signing and extensive promotion of the service. This helped to increase the number of passenger journeys from the Weaponness site to over 300,000 per annum.  
Seamer Road/Filey Road – An integral element of the Scarborough Integrated Transport Strategy (SITS) major scheme is to provide two Park & Ride sites and services on the A64 and A165 approaches to the town together with associated bus priority measures. The County Council has received conditional approval of the SITS major scheme from Government and an application for full approval has been submitted. Should SITS receive funding as planned it is anticipated that both Park & Ride services will start operation in 2008. | The Local Indicator for developing Park & Ride sites was dropped in 2001/02 as it was an output indicator. Nevertheless, the County Council continued to investigate the feasibility of Park & Ride services in the County. In most cases the size of towns in North Yorkshire mean that the required patronage and relatively low levels of traffic congestion could not support a feasible Park & Ride service during the period of LTP 1. The five examples given are those which were deemed to have the potential for further development. |
| | **Whitby**  
A171 Site – As part of the Whitby TMS, the Council has investigated the feasibility of providing a Park & Ride site on the A171 approach to the town to cater for the large number of summer tourist visitors. The prospects are positive and a potential site has been identified. Development of this site will continue with a view to start of operation in the early years of LTP 2. | | |
| | **Harrogate**  
Investigations into a Park & Ride site adjacent to the A661 approach to Harrogate from the Southern Bypass, found that it was unlikely to be feasible or deliverable within the period of LTP 1. This proposal, together with investigation of alternative and additional sites has been carried forward into LTP 2 through the Harrogate and Knaresborough Integrated Transport Strategy (HAKITS). | | |
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<td>Take account of contribution of passenger rail</td>
<td>The Council identified a number of potential rail schemes in its Local Transport Plan (6.2.4).</td>
<td>It was envisaged that the majority of rail projects would be funded through the rail industry. In practice, these funds were not available and investment in our rail network declined largely through delays in securing new franchises for both the Trans-Pennine and Northern Networks. Nevertheless, towards the end of the Plan period we were able to make progress in the following areas:</td>
<td>In our 2004 APR, we revised the target of improvements at 50% of stations by the end of the Plan period to 50% of the stations during 2006-11, with a trajectory of completion by 2007/08. 33% of stations have had improvements and the remaining 8 will be carried out during LTP 2.</td>
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<td>Achieving quality improvements through partnership with rail operators.</td>
<td>We are closely involved in formal partnerships to support four of our rural rail lines. Most prominently the Esk Valley line is part of the Government’s pilot community rail partnership programme. We have also worked with the rail industry and adjacent authorities to develop a strategy for the York – Harrogate – Leeds line. This has resulted in an £8m funding package being secured from Yorkshire Forward.</td>
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<td>The role of taxis and private hire vehicles</td>
<td>The County Council recognises the future potential for better integration of taxis and private hire cars into the overall public transport system.</td>
<td>Some progress has been made towards developing the role of taxis and private hire vehicles as part of an integrated public transport system. The Council has increased the number of demand responsive taxi bus schemes using Rural Bus Challenge funding to provide wheelchair accessible taxis. In Ryedale, the Rural Transport Partnership introduced a taxi voucher scheme for communities with no conventional public transport services. In general, we continued to work with the taxi and private hire car licensing authorities towards a set of common standards for drivers, vehicles and taxi ranks. In particular, we were keen to ensure proper training for taxi and private hire drivers who provide services for clients in wheelchairs.</td>
<td>In LTP 1, it was recognised that considerable variation in taxi and private hire operation existed across the County. The Council is not the licensing authority and as such limited progress has been made to achieve more consistency in terms of price, vehicle quality and accessibility. This will be carried forward to LTP 2.</td>
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<td><strong>Public Transport Interchange</strong></td>
<td>The County will encourage, where practicable, services which connect with rail and other buses and negotiate the availability of through fares where possible.</td>
<td>Good progress has been made towards delivering this aspect of our LTP. Where we have refurbished bus stations we have ensured that facilities for cyclists and pedestrians have been incorporated into the design. In Whitby, we increased the scope of the bus station site to improve the synergy with the adjacent rail station and promote a greater sense of integration. In Harrogate, we ensured good pedestrian links to the nearby railway station. In other areas we have continued to introduce and support dedicated bus to rail services under the stationlink banner.</td>
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<td><strong>Establish a public transport information strategy</strong></td>
<td>To plan the development of a comprehensive publicity strategy. (Refer to paragraph 6.3.3 in LTP 1)</td>
<td>The Council has made significant improvements in the quality and availability of public transport information. Printed information remains a high priority for our customers and we have met this by producing seven comprehensive timetable books to cover the whole of the County accompanied by countywide bus route maps, providing information displays at 1,000 bus stops and designing simple easy to read layouts for these displays. We have worked with bus operators to encourage them to provided more and better quality information for their customers. We have also recognised that in future, people will want information though a range of media and the Yorkshire Local Information Partnership has invested in Traveline and an internet based journey planner. Our achievements in improving public transport information are reflected in an increase in the measure of BVPI 103; 41% in 2000/01 to 52% in 2003/04, placing the authority in the top quartile of all English authorities. The Audit Commission has varied the way this measure is calculated and using this methodology, the satisfaction in information from our 2006 citizens panel is 72%.</td>
<td>The strategy had identified public transport and general information displays to be available at Rail Stations. There has been some progress on this and whilst stations do not have individual bus timetable displays, information about where to get bus timetables or travel information, including Traveline, is available at most stations.</td>
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<td>Airport Surface Access</td>
<td>There are four main airports which have surface access impacts on North Yorkshire. There are no airports in North Yorkshire. In LTP 1, we indicated that we would work alongside neighbouring authorities and other stakeholders in relation to surface access to the airports.</td>
<td>Leeds Bradford – Provision of a contracted bus service (operated by Harrogate &amp; District Travel) at a cost of £164,000 per annum. The service is jointly funded by NYCC, Yorkshire Forward and the Leeds Bradford International Airport Company. The Service has seen growth of 58% with up to 700 passengers per week travelling in the peak season (see Appendix D). Passengers can buy through tickets to the Airport on any Harrogate &amp; District Bus. The service is promoted within the Harrogate area, in-flight magazines and information provided at the Airport. Durham/Tees Valley Airport (formally Teesside International) – The Council remains an active member of the Durham/Tees Valley Airport Master Plan Forum. Surface access improvements remain a key priority. Manchester Airport – We have established a regular dialogue with Trans-Pennine Express to ensure that access to Manchester Airport from North Yorkshire was maintained with the new rail franchise. This includes an hourly service from stations on the east coast mainline and from Scarborough. The Council continues to attend Stakeholder meetings that Trans-Pennine Express host approximately every six months. Robin Hood Doncaster Sheffield Airport – We hold regular meetings with the Operators Peel Airports regarding expansion of the airport facilities including associated business parks. Airport expansion is expected to draw commuters from the Selby area. These implications will be assessed as the proposals are firmed up.</td>
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| Co-ordination with air quality action plan and action on noise | See Section B of LTP 1 (paragraphs 9.0 to 10.2.30 refer) Given the predominantly rural nature of the County and the generally high quality of the air in North Yorkshire, the Council did not consider the setting of specific targets for air quality appropriate. Responsibility for air quality rests with District Councils. Nevertheless, great importance was placed on ensuring that pollution from traffic did not result in a worsening of what continues to be a value asset for the County and this approach has been carried forward to the Council’s Second Local Transport Plan (Annex M refers). | The Council is an active member of the North Yorkshire Air Quality Liaison Group which is a joint District and County Council forum. This regular liaison proved very useful for sharing data on particular locations in terms of local air quality. Despite a number of areas for concern in terms of NO$_2$ and PM$_{10}$ in particular, no Air Quality Management Areas were declared during the life of LTP 1. Specifically, those locations identified in Table 9.1 (page 85 of LTP 1) have subsequently been reduced to the following locations:  
- **Friarage Street, Northallerton:** The Council has implemented a series of measures aimed primarily at modal shift. These include improving public transport and enhanced footway and cycling schemes which will contribute to improved local air quality.  
- **Butcher Corner, Malton:** The Council has been working with the Highways Agency (HA) on additional junction movements on the A64 aimed at removing heavy commercial traffic from the town centre. We are continuing to work closely with the District Council and HA to seek a satisfactory conclusion to these problems.  
- **Selby Town Centre:** The opening of the Selby Bypass has removed up to 35% of traffic from the town centre. Building on this reduction in through traffic, we have re-allocated available road space to public transport, pedestrians and cyclists and implemented a lorries ban on New Street to ensure through goods vehicle traffic stays out of the town.  
The only location where noise has been identified as a particular issue is in Settle. This has been addressed through the Settle Freight Quality Partnership and includes initiatives such as the ‘Sleep Zone’ (see Appendix I). |
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<td><strong>Action on Climate Change</strong></td>
<td>See Section B of LTP 1 (paragraphs 9.0 to 10.2.30 refer). One of the objectives of LTP 1 was to limit traffic growth. This objective was intended to address both local impacts and reduce carbon emissions.</td>
<td>Measures described in Section 2 have reduced traffic growth in towns and rural areas in North Yorkshire. This has been achieved primarily by the provision of infrastructure and services which encouraged modal shift to more sustainable transport (walking, cycling, public transport). Modal shift was further encouraged by Travel Awareness campaigns to ‘sell’ the benefits of using cars. In addition to achieving modal shift, the Council has managed demand for travel through encouraging multi-purpose trips and more local provision of services. Overall, the effect of these measures has been to reduce the volume or growth in traffic on North Yorkshire’s roads and hence CO₂ emissions.</td>
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In such a large and dispersed County, Council staff cover more than 10 million miles per year, generating around 2,719 tonnes of CO₂. We created a car share database several years ago at County Hall where staff can search for colleagues willing to share a car on Council’s Intranet. Subsequently, this was expanded to serve other large employers in Northallerton. After evaluating commercial providers, we then supported Harrogate Car Share formed in 2004. To further reduce the Council’s ‘footprint’, we have also introduced interest free loans for annual rail tickets and bicycle purchases.

The County has 46,000 street lanterns and since October 2004, street lighting across the County has been supplied with 100% green electricity. We have also implemented a series of technical measures that have reduced electricity consumption by around 42% compared to the 2003 baseline. These measures combined produced an annual reduction in energy consumption by approximately 14%.
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| Recognise the particular need and special character of the countryside                    | See Section B of LTP 1 (paragraphs 6.0 to 6.3.3 refer) | The Section referred to in the LTP highlights the predominantly rural nature of the County and as a result, describes most of the work the Council does in relation to strategy development and implementation taking these special characteristics into account. For example, working with partners we established four Rural Transport Partnerships. These were: Hambleton and Richmondshire; Harrogate and Craven; Ryedale and the coast; and Selby and York. During the life of LTP 1, they delivered 168 projects, which were mainly funded by the Countryside Agency, with 15% of all Countryside Agency funded projects being in the York and North Yorkshire sub-region alone. This represents almost £3m of Countryside Agency funding, with £4.7m of match funding from a range of sources. In addition, 402 smaller projects funded through the Rural Transport Partnerships delegated grant schemes were delivered, with 30 of the 63 Parish Transport Grant projects in the wider Yorkshire and Humber Region being delivered in North Yorkshire alone. The Countryside Agency produced an end of term pack of good practice with projects from the wider Rural Transport Partnerships called ‘Good Connections’. 10% of all the case studies came from the York and North Yorkshire sub-region. For example:  

**The Cleveland Way Explorer** – A bus service allowing visitors and residents to access the Cleveland Way National Trail from the local urban centres. Integrated into the Moorsbus and wider transport network, the aim was to encourage modal shift and improve access into the area for people without use of a car.

**Richmondshire and Hambleton Youth Vans** – A project using vans to provide youth services on a regular basis in rural Richmondshire and Hambleton. They carry equipment for use in community halls or are used as ‘instant shelters’ for young people, enabling them to access a wide range of advice and information from trained youth workers. Spin-offs included reductions in anti-social behaviour and in social exclusion.

**Harrogate Excursions for Older People** – Using vehicles adapted for wheelchair access to provide excursions to a wide range of rural destinations for older people within the Harrogate & District Rural Transport Partnership area. It promoted social inclusion amongst older people by ensuring that they have an equal opportunity to visit rural parts of their district for leisure purposes.

**The Ripon Roweller** – Provides journeys to work from Ripon to a nearby rural industrial park at peak hours. At other times it connects with Service 36 from Leeds and Harrogate to provide links to local villages and the Fountains Abbey World Heritage Site. |
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<td>Sustainable Distribution (see Appendix I)</td>
<td>Implementation of the Sustainable Distribution Strategy. Refer to Strategy Document.</td>
<td>In September 2001, the Council appointed a dedicated Freight Officer. Examples of initiatives undertaken by the Council are given below. In order to raise awareness of the impact of food miles, the Council has actively promoted local produce and established a comprehensive database of local producers and suppliers. (<a href="http://www.northyorkshirelocalfood.co.uk">www.northyorkshirelocalfood.co.uk</a>). By championing local produce and highlighting the issue of food miles, NYCC has raised awareness of the link between purchasing decisions and freight movements. We have actively pursued rail and water as alternatives to the lorry. Examples include: • Encouraging Hansons to rail connect their Horton-in-Ribblesdale Quarry. Hanson has confirmed that this is a long term objective. • The Cam Woodland Rail Project, where we have engaged with EWS Railways, Hanson and others to arrange for extracted timber to be moved by rail rather than road. • Carrying out an audit of existing and redundant rail-freight infrastructure in the County. • Considering the feasibility of rail-borne timber and quarry material in the National Parks.</td>
<td>The suspension of rail grants has delayed the Cam Woodland project</td>
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<td>Stretched Target to introduce five FQPs by 2005/06</td>
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<td>The original target of three FQPs was met by 2002/03 and so the target was stretched to five FQPs by 2005/06. This target was also met by 2004/05. The following Freight Quality Partnerships have been established: 1. Settle 2. Sherburn 3. Sutton Bank 4. Otley 5. Timber Some examples and outcomes are included below: <strong>Settle FQP:</strong> Recent surveys estimate a 20% reduction in heavy goods vehicle traffic through the town following initiatives arising from the FQP. <strong>Sutton Bank FQP:</strong> On one of the steepest gradients of any 'A' class road in the Country (25% in places), Sutton Bank is on a key link to the East Coast. The gradient contributes to lorries regularly failing to negotiate the Bank blocking the road and causing delays and congestion. The FQP initiated a series of surveys including a log of every lorry incident and a set of lorry trials simulating a range of different road conditions. These have informed the development of a comprehensive strategy for reducing the number of breakdown incidents on the Bank. <strong>Timber FQP:</strong> The Timber FQP has brought together the Council, Forestry Commission, timber transport operators and others in a spirit of consensus and co-operation. The results include improved relationships and a working towards shared objectives, a preferred routes map based on best practice from the experiences in Scotland and an influence on local timber haulage routes hitherto unseen. Further details and other examples of initiatives implemented are included in Appendix I</td>
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<td><strong>Target to introduce a lorry routeing database in the first two years of the Plan</strong></td>
<td>The date for the introduction of the lorry routeing database was extended to the end of the financial year 2004 given the challenges to meeting the original deadline. This revised deadline was met with the production of a web-based resource for downloading by road haulage operators. The original intention was to produce a comprehensive map covering the whole highway network detailing all weight, width and height restrictions and lorry parking facilities. During development, we reached the conclusion that lorry routing would be better co-ordinated at a regional level to avoid issues of lack of consistency between neighbouring authorities and incompatibility between websites. Having played an active role at in the preparation and development of a Regional Freight Network, we were asked to chair the Regional Road Freight Issues Task Group which will be responsible for the delivery of a comprehensive regional lorry routeing database.</td>
<td>The intended comprehensive database was replaced by an interim web based map pending the production of a regional database.</td>
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**Optional Strategy – School Travel Strategy**

<p>| Establish an integrated strategy for reducing car use and improving children's safety on the journey to school | To encourage the take up of school travel plans in North Yorkshire Schools | The County Council has a very successful programme of school travel awareness that involves a multi-disciplinary team of planners, engineers and qualified teachers. <strong>School Travel Strategy</strong> A school travel strategy was submitted to the DfT/DfES in 2005 and was well received. This set out our aims and objectives to make school travel plans the centre piece of an holistic programme that includes education, local and strategic planning and safety. <strong>School Travel Plans</strong> A programme of training for schools and governors was developed that demonstrated how to create a school travel plan. This worked well and more than 200 schools were represented at the training sessions. The travel plan includes separate sections of relevance to the main partners. Appendix 1, for example, covers changes to the public highway. This section is submitted by the school to the County Council who uses it to help plan safer routes to school measures. This has resulted in 834 suggested schemes. At Great Ouseburn, for example, a new footpath has allowed safe walking from nearby Little Ouseburn for the first time. Appendix 2 is distributed to bus operator representatives. The school then receives a copy of all appendices with appropriate responses to their requests. | All has progressed as planned, with a higher rate of progress experienced following additional funding during 2001 and again during 2003. |</p>
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|                             | A total of 150 schools had completed signed off travel plans with another 100 schools developing plans, thus exceeding our target to have 15% of schools with a travel plan by 2005. | **Our Approach**  
Our work has followed a phased strategy with targets in place to prioritise schools with the greatest need and/or the lowest capacity to complete initiatives (as measured by governor vacancies). In addition, we deliberately chose school teachers to deliver the travel awareness message in schools and elsewhere rather than transport planners, because we knew many rural schools would need a longer term approach aimed at changing attitudes. We also knew that small village schools would respond better to the offer of support with lessons, rather than having to use teacher time on what they would consider yet another initiative.  
**Monitoring**  
We have carried out monitoring since our first ‘Hands Up’ survey in 2001 and have surveyed more than 10,000 parents for their views on school travel plans. This suggests a reduction in car use in those schools with a school travel plan (with a statistical confidence level of 50%). Parents are highly supportive of our work with more than three quarters agreeing or strongly agreeing with the need for travel plan action.  
**Integration**  
The school travel plans are integrated with road safety schemes, traffic management strategies and more recently with service centre transportation strategies. Identification of continuous walking and cycling routes to schools forms an important part of the school travel plan and there are close links to the establishment of cycle and pedestrian networks as part of the traffic management strategies and the cycling and pedestrian plans. As an example, a special promotion of cycling in Oatlands School in Harrogate succeeded in attracting 186 bikes onto the site on a cold winter morning.  
School travel plans incorporate a section on local and school bus provision. This captures information, suggestions and complaints about bus journeys including the walking section of the journey. We actively promoted school bus use and had one promotion involving a magician on the Richmond school bus featured on regional TV. |
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|                           | A separate appendix in each school travel plan sets out plans for traffic management, parking and speed restrictions on routes to schools. These are suggested by the school, considered by the area manager and the findings returned to the school. Scheme prioritisation then helps determine which schemes are built in the County. Suggestions have included: 195 Footway Improvements 187 Speed Reduction Schemes 157 Pedestrian Crossings 58 Parking Restrictions 46 Cycle Lanes | Joint Working  
Joint working and co-ordination occurs between the road safety and school travel plan teams who are now in the same group. Joint working takes place in, for example, the promotion of the Five Minute Walking Zone, now introduced in more than 100 schools.  
We have regular meetings not just with the Local Education Authority transport advisors but also the curriculum advisory service. This ensures that our work meets current school priorities and reduces the burden on them. We have provided more than 1,000 lessons based on numeracy, literacy and citizenship as well as occasionally going deliberately ‘off curriculum’ in order to stimulate creativity.  
The County Council have worked with Ampleforth College, Giggleswick School and private nurseries on travel plans and have used this experience to develop a guide to travel plans in the independent school sector. | |
|                           | Work in Partnerships  
All school travel plans are a partnership between the school, the County Council, police, bus operators, and, where they exist, voluntary/community transport groups. Schools are then encouraged to develop a summary of their travel plan which forms a newsletter to deliver to local business and residents.  
An important part of our work, especially in schools where modal change is geographically impossible, is to raise awareness. For this reason we work closely with the local education authority. Accordingly, our school activities also match their priorities, currently the ‘Every Child Matters’ agenda.  
In recognition of the contribution of school travel to health, we also have close links with the healthy schools scheme. We have offered extra help to schools on the healthy schools priority list, commonly those schools with most social need. We are increasing our links with the Yorkshire and Humber Education for Sustainable Development Teacher Training Network. | | |
**Optional Strategy – Disability Issues and Social Inclusion Strategy Delivery (Appendix E)**

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<td><strong>Disability Issues</strong></td>
<td>A ‘Strategy for People With Disabilities’ was adopted by the Council in 2000. The Aim of this strategy was:</td>
<td>Details of what has been achieved to contribute towards each objective of the Strategy are set out below. In all cases any review or change to facilities or transport services were carried out in consultation/partnership with representative groups from the local communities affected.</td>
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<td><strong>Aim</strong></td>
<td>To improve overall mobility for residents with disabilities in order to improve their quality of life.</td>
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<td>This Aim was supported by four headline objectives.</td>
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<td><strong>Objective 1</strong></td>
<td>To provide a high quality network of public transport services (bus, taxi and other services) which is accessible by people with disabilities and integrated between modes.</td>
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<td><strong>Objective 1</strong></td>
<td>Information – Provision of public transport information in formats and locations accessible to disabled people</td>
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<td>Infrastructure – As appropriate the provision of:</td>
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<td>• bus stop flags</td>
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<td>• timetable cases</td>
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<td>• hard standing area for pedestrians</td>
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<td>• raised (Kassel) kerbs to aid boarding of buses</td>
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<td>• a bus shelter with seating at different heights</td>
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<td>• improved footways to the bus stop</td>
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<td>at a total of 1,582 bus stops across the County. Due to the Council’s practice of concentrating on key public transport corridors this covers approx. 60% of the total bus network catering for approx. 75% of patronage.</td>
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<td>Vehicles – 67% of the fleet used by the four main operators in North Yorkshire is now ‘easy access’ compared to 41% in 2001.</td>
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<td>Although no specific target for improved access for disabled people to public transport was set in LTP 1, the achievement of accessible bus services for 75% of passengers in the five year period must be regarded as stretching progress.</td>
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<td>Much of the above was achieved in partnership with transport operators. Examples include: Premier Specification Contracts which provide higher quality travel experience for people with disabilities. Features include new easy access vehicles and higher standard of driver training to incorporating customer care and disability awareness.</td>
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<td><strong>Objective 2</strong></td>
<td>To improve pedestrian and wheelchair access to <em>railway</em> station platforms and rail vehicles (including providing accessible pedestrian links to other transport modes and to town centre facilities) in line with the Disability Discrimination Act.</td>
<td><strong>Objective 2</strong> Access improvements at 15 stations (out of 46) in North Yorkshire including all the busiest stations. Despite delays due to changes to rail franchises the programme remains on track.</td>
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<td><strong>Objective 3</strong></td>
<td>To provide adequate dedicated <em>disabled parking</em> spaces (orange /blue badge) in town centres within new developments and at key visitor attractions in the National Parks.</td>
<td><strong>Objective 3</strong> Review and appropriate improvement of disabled parking provision (on highway by NYCC, off highway in partnership with District Councils and National Park Authorities) in 16 towns in North Yorkshire.</td>
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<td><strong>Objective 4</strong></td>
<td>To provide access friendly layouts and designs for <em>pedestrian areas</em> in town centres, links between transport facilities, bus and rail stations, rural village centres and at tourist attractions.</td>
<td><strong>Objective 4</strong> All new pedestrian facilities designed and constructed to assist use by disabled people. Achieving the stretching target of retrofitting 166 traffic signal controlled pedestrian crossings to comply with current standards for disabled access between 2000/01 and 2003/04. By the end of 2003/04 all traffic signal controlled pedestrian crossings in North Yorkshire complied. Investment of £1.5 million to provide almost 1,000 dropped crossings with tactile paving at the main road crossing points in 30 towns and villages across North Yorkshire. This is significantly more than originally planned. Inclusion of improvements for disabled people in major town/city centre refurbishments.</td>
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<td>All projects are designed from inception to assist access for disabled people. Examples include:</td>
<td><strong>Ripon City Centre</strong> Refurbishment (£2.275million) – A comprehensive refurbishment of Ripon Market Place involving major traffic and car park management and the replacement of 'normal' highway construction materials with high quality 'heritage' materials. Included improvements to parking for disabled people and provision for disabled pedestrians. Has been highly praised by the Ripon Disabled Access Group who were involved from the scheme inception (see Appendix E)</td>
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<td><strong>Whitby Bus Station</strong> (£0.8m) – The purchase, demolition and reconstruction of an old run down bus station in central Whitby by NYCC. The design and construction ensured that all facilities at the bus station were available for use by disabled people and pedestrian routes from the town centre and harbour front were accessible.</td>
<td>Adoption of new higher standards for provision of dedicated parking for disabled motorists at new employment and retail/leisure developments in North Yorkshire. NYCC’s response to consultation on all planning applications now includes the requirement for appropriate access to and within the development for disabled people. Successfully being implemented by the planning authorities across the County.</td>
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<td><strong>Social Inclusion</strong> A Key aim of the Plan was ‘Promoting Social Equity and Opportunity’ this was supported by LTP 1 – Objective 1</td>
<td>A number of examples of where LTP 1 delivery has promoted Social Inclusion are included below:</td>
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<td><strong>Objective 1</strong> To promote social equality by providing genuine choices of travel mode which meet the travel needs of the socially and physically disadvantaged. Improved transport provision for all social groups was therefore integral to the implementation of all aspects of the LTP. Women, older people, younger people and those on low incomes are less likely to have</td>
<td><strong>Example 1</strong> Improving Pedestrian and Cycling Networks (see Appendix G and H) – Improving route networks for pedestrians and cyclists assists and enables people from these potentially socially excluded groups to access local facilities. During the five year LTP 1 period, the Council has spent the following amounts (and percentages of the total integrated transport spend) on this type of scheme:</td>
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<td>Footways and Pedestrian Crossing facilities £4.2m (8%)</td>
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<td>Improvements for disabled pedestrians £4.1m (8%)</td>
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<td>Cycle facilities £2.3m (5%)</td>
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<td>The majority of these improvements were identified through the preparation of a local Pedestrian Action Plan or Cycling Plan (an example Pedestrian Action Plan was included in the 2002/03 APR Appendices Annual Progress Report). In both cases these investigated the adequacy of networks in towns and villages on the basis of making links between origins (home) and destinations (town centre, schools, employment, hospitals etc.). Facilities were identified to allow people to access these key services with special emphasis being placed on catering for those without access to private cars.</td>
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|                           | access to a private car and in many cases younger people cannot have a driving licence. Improving transport provision for potentially socially excluded groups therefore concentrated on improving the availability, safety, convenience and comfort of alternative modes of transport. | Example 2
Improving Bus Infrastructure (see Appendix D) – Public transport is the most socially inclusive means of transport available for longer distance trips. To promote social inclusion, during the period of LTP 1, the County Council implemented a programme of improvements to bus stations and bus stops around the County. The specification for bus stop improvement was designed to ensure ease of use varied depending on location and use of the stop. Typically, however, this included bus shelters, timetable cases or info poles, raised Kassel kerbs, hard standing and, where necessary, new footways to the bus stop. Bus shelters were specifically designed to ensure usability by all members of society, for example, being in well lit areas and providing seating at different heights. Bus station designs included the values of inclusion for all in their designs from first principles.

During the five year LTP 1 period, the Council spent £8.4 million on improvements to public transport. This represents 18% of the total integrated transport spending. |                          |
| Example 3
Rural Transport Partnerships (RTP) (see Appendix D) – The County Council were key members of four RTPs each covering two of the County’s districts. Membership included NYCC, District Councils, Primary Care Trust, Bus Operators, Community Transport, voluntary sector local development agencies and YRCC. The aim of the partnerships was to provide suitable transport services in rural areas to address issues of rural isolation for non-car owners.  

Over the five year LTP period, these partnerships delivered 168 projects which represents 15% of all projects delivered nationally, £3m Countryside Agency funding which levered in £4.7m from other sources. |                          |