North Yorkshire County Council

Settle Service Centre
Transportation Strategy

September 2008
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1 Introduction

1.1 Introduction

This document represents the final stage in the development of the Settle Service Centre Transportation Strategy (SCTS) as prepared by North Yorkshire County Council (NYCC) and their partner consultants Jacobs. It summarises the key stages in the development of the SCTS and concludes with the findings and recommendations proposed by the Strategy.

The Settle SCTS is one of 28 transportation strategies to be developed across North Yorkshire during the Local Transport Plan for period 2 (LTP2) which covers 2006 – 2011. The methodology focuses upon identifying the transport needs of ‘Service Centre’ market towns and their surrounding hinterlands and assisting in the creation of Improvement Schemes and initiatives aimed at providing safer, better connected and more accessible transport services linking people to key services, jobs, education and health facilities. This process builds upon the success of the Town Centre Traffic Management Studies (TMS) undertaken during the First Local Transport Plan (LTP1) period with the key focus of delivering improvements within the surrounding hinterlands as well as within town centres.

The Study Area focuses upon the town of Settle, but also extends north to include the villages of Horton in Ribblesdale and Stainforth, Masham and Kirkby Malham in the east, Giggleswick and Austwick to the west and Long Preston and Hellifield to the south, as illustrated in Figure 1.1 below.

Figure 1.1: Settle SCTS - Study Area
1.2 Delivering the Strategy

Within the Local Transport Plan for period 2, NYCC has an allocated budget set aside for the development and delivery of the Settle SCTS. This budget covers the design and construction of Improvement Schemes put forward by the Strategy over a two year period. It will be used to deliver those schemes identified within the Strategy in order of priority. It should be noted that as this is a flexible but finite budget, not all of the schemes put forward as a result of technical investigation, public and stakeholder consultation will be deliverable within the available funds. Those schemes which are not delivered within the available budget will join the NYCC Local Transport Plan Capital Reserve List of schemes. This is discussed in more detail later in this document.

It should also be acknowledged that the SCTS process can identify large scale Improvement Schemes which exceed the scope of the SCTS allocated budget. The threshold for these schemes has been identified as those with a high capital cost. In this instance these Improvement Schemes will still be included within the Strategy, but with an acknowledgement that they cannot be delivered within the limits of the SCTS budget. Such Improvement Schemes may however be progressed in line with alternative funding mechanisms available and where this is the case this has been identified within the Strategy. Alternative funding mechanisms include but are not limited to the following:

- NYCC Improvement Schemes already programmed for delivery within the Strategy period
- Wider Local Transport Plan Integrated Transport and Maintenance Budgets
  - Capital Reserve List
  - Public Transport Review Process
  - Kickstart Grants
- Developer Contributions (Section 106 Agreements)
- Highways Agency Trunk Road Improvements
- Regional Transport Board / Department for Transport LTP Major Schemes (capital cost > £5 million)

As the findings of this process are ‘strategic’ in nature all of the prioritised list of improvement schemes for delivery within the SCTS budget put forward by the Strategy will be subject to further analysis/feasibility testing as part of the NYCC scheme development process.

1.3 Report Structure

The following chapters provide details of the SCTS Process, the prioritised list of improvement schemes for delivery within the SCTS budget and schemes identified within the Strategy for delivery subject to alternative funding mechanisms. The structure of the remainder of the document is as follows:

- Chapter 2 – Strategy Development
- Chapter 3 – Prioritised Improvement Schemes
- Chapter 4 – Improvements Budget to Alternative Funding/Delivery Mechanisms Schemes
- Chapter 5 – Monitoring and Evaluation
- Chapter 6 – Summary and Conclusions
- Appendix A – Improvement Scheme Location Plans
2 Strategy Development

2.1 Introduction

The key stages in the development of the Settle SCTS are illustrated in Figure 2.1 below along with the dates that each stage was completed. Full details of each of these key stages are provided in the remaining sections of this chapter.

Figure 2.1: Strategy Development – Key Stages

- **DATA COLLECTION** - MAY 2007
- **FIRST STAKEHOLDER WORKSHOP** - JULY 2007
- **SAMPLE SURVEY OF LOCAL STAKEHOLDERS** - JULY 2007
- **ANALYSIS AND DEVELOPMENT OF IMPROVEMENT SCHEMES** - FEBRUARY 2008
- **SCHEME ASSESSMENT AND PRIORITISATION** - FEBRUARY 2008
- **SECOND STAKEHOLDER WORKSHOP** - MARCH 2008
- **PUBLIC CONSULTATION** - APRIL 2008
- **ADOPTION OF STRATEGY**
- **DELIVERY OF STRATEGY**

Legend:
- Light blue: Phase 1: Identification of Issues
- Blue: Phase 2: Scheme Development
- Orange: Phase 3: The Strategy
2.2 Data Collection

Data Collection formed the first stage in the development of the Settle SCTS. The process involved the collation of information and familiarisation of the Study Area and provided an important evidence base for the development and evaluation of the improvement schemes. Full details of the data collection exercise can be found within the following report: *Settle Service Centre Transportation Strategy: Base Data and Analysis Report (July 2007, Jacobs).*

2.3 First Stakeholder Workshop

The second stage in the development of the SCTS was the First Stakeholder Workshop held at the Victoria Hall on 23rd July 2007. Key stakeholders ranging from Parish Councillors to Local Action Groups and emergency services were invited to attend the workshop and provide their insight into the current issues affecting transportation within the SCTS Study Area. Views expressed during the workshop were used as one of the key means of driving the SCTS process forward. Full details of the First Stakeholder Workshop can be found within the following report: *Settle Service Centre Transportation Strategy: Workshop 1 Summary Notes (July 2007, Jacobs).*

2.4 Sample Survey

Following the First Stakeholder Workshop, a Sample Survey Questionnaire was distributed to approximately 1335 addresses within the Study Area. A total of 259 households (approximately 19%) responded. This survey gave a representative sample of the people living / working within the SCTS Study Area an opportunity to air their views and opinions on any local transportation issues. Analysis of the responses to the questionnaire showed that issues were identified by the public which were not raise at the First Stakeholder Workshop.

2.5 Analysis and Development of Improvement Schemes

Information provided by the key stakeholders and the responses received from members of the public by way of the Sample Survey, together with data analysis, was used to develop a range of Improvement Schemes. *Settle Service Centre Transportation Strategy: Options Report (May 2008, Jacobs)*

2.6 Scheme Assessment and Prioritisation

Since the SCTS process is driven by the LTP process, it is essential that the Improvement Schemes put forward by the Strategy are focused upon meeting the objectives of the Government’s Shared Priorities for Transport.

Each of the proposed Improvement Schemes have therefore been appraised using NYCC’s Scheme Prioritisation System which assesses each scheme against the 4 Shared Priorities for Transport.

This appraisal determined an overall assessment score which has been used as one of the means of identifying the Improvement Schemes to be prioritised and delivered. It also ensures consistency within the decision making process across the County.
2.7 Second Stakeholder Workshop

The purpose of the Second Stakeholder Workshop was to report back to stakeholders on the Improvement Schemes which were developed following the issues raised at the First Stakeholder Workshop and the Sample Survey. The local stakeholders who were invited to the First Stakeholder Workshop were once again given the opportunity to provide comments and feedback on each of the Improvement Schemes before they were taken forward to the Public Consultation stage. The Second Stakeholder Workshop also gave NYCC the opportunity to feedback on Improvement Schemes which were deemed to be unfeasible due to lack of justification, physical constraints or funding issues. A review of the 2nd Workshop is contained within: Settle Service Centre Transportation Strategy: Second Stakeholder Workshop Report (March 2008, Jacobs).

2.8 Public Consultation

Following the Second Stakeholder Workshop, a full Public Consultation exercise was undertaken. This process consisted of two elements:

- Postal Survey of all households and businesses
- Public Exhibitions

The Public Exhibitions referenced above were held at the following locations within the Study Area:

- Victoria Hall, Kirkgate, Settle (Wednesday 16th April 2008)
- Settle College, Church street, Settle (Saturday 19th April 2008)

A Postal Survey of all the households and businesses within the Settle SCTS Study Area was undertaken. This postal survey gave every household the opportunity to comment on the Improvement Schemes and yielded 1142 (24% of total of total addresses). In addition, public exhibitions provided details of the SCTS process to date and each of the proposed Improvement Schemes put forward. These exhibitions also provided an opportunity for the general public and local stakeholders to give their views and discuss in detail, with a representative of NYCC, any of the schemes put forward. Analysis of ward demographic data was used to ensure that the data captured as part of the consultation exercise was representative of those who live and work within the study area. Full details of the Public Consultation Exercise can be found in: Settle Service Centre Transportation Strategy: Consultation Results (May 2008, Jacobs).

2.9 The Strategy

Analysis of the views expressed during the Public Consultation exercise have been used to assess the level of public desire / acceptance for each of the Improvement Schemes put forward. This analysis along with the assessment score produced using the NYCC Scheme Prioritisation System, have subsequently been used to inform the list of Improvement Schemes to be prioritised for delivery. The Improvement Schemes which have been prioritised for delivery as part of the SCTS are detailed within the following chapter.

2.10 Summary

This chapter and Figure 2.1 on page 3 have outlined the key stages in the development of the SCTS Process. Consultation with stakeholders and the general public forms an integral
part of this process as community engagement is a key driver of the objectives as set out within the LTP. In Phase 1, in order to identify the issues in the Study Area, a stakeholder workshop was held and a sample survey questionnaire was distributed to a random sample of postal addresses. In Phase 2, the local stakeholders who were invited to the First Stakeholder Workshop were once again given the opportunity to provide feedback on each of the Improvement Schemes before they were taken forward to the Public Consultation stage, to which everybody in the Study Area was given an opportunity to feed into the process.
3 Prioritised Improvement Schemes

3.1 Introduction

As outlined within the previous chapter, the SCTS process has resulted in the development of a range of Improvement Schemes and associated Options aimed at resolving transportation issues currently affecting people living and working within the Study Area.

These proposals have been developed based upon the views expressed by local stakeholders and the public, technical justification for the scheme and technical \ physical feasibility.

This chapter focuses on those Improvement Schemes to be taken forward using the reserved SCTS budget from the LTP as well as providing a justification for those discounted from the process. This is discussed in more detail below.

3.2 Methodology

Using the Scheme Assessment score determined by the Objective Based NYCC Prioritisation Framework and the views expressed as part of the Public Consultation exercise, a prioritised list of 14 Improvement Schemes has been developed. These Improvement Schemes are detailed within Section 3.3 below and illustrated in the location plan within Appendix A1.

The SCTS process has ensured that these prioritised Improvement Schemes are focused upon meeting the needs of the people living and working within the SCTS Study Area whilst ultimately assisting in the delivery of the LTP2 objectives, and demonstrating a positive contribution to the aspirations of the Shared Priorities for Transport and

3.3 Prioritised Improvement Schemes

Table 3.1 overleaf details the Improvement Schemes which have been prioritised for delivery as part of the available SCTS budget. These schemes are those which demonstrate a significant contribution to the Shared Priorities for Transport and demonstrate support from the people living and working within the Study Area.

The costs estimates included within the table are based upon the information available at the time of investigation and as such may be subject to change due to the early stage of scheme development.

Those schemes shaded in the left hand columns were approved by the Corporate Director: Business and Environmental Services as part of the Implementation Plan for the Strategy as far as the Integrated Transport Capital Programme will provide the funds for their implementation.

It is acknowledged that the allocated budget is not sufficient to deliver all of the Improvement Schemes identified based upon their cost estimates. In this instance the schemes which are not delivered will join the NYCC Reserve List of Capital Schemes and may be delivered using the wider LTP Integrated Transport and Maintenance Budget subject to prioritisation against the existing schemes on the list.
Table 3.1: Prioritised Improvement Schemes

<table>
<thead>
<tr>
<th>Scheme Description</th>
<th>Cost</th>
<th>Score</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian access improvements at Giggleswick Station, to include an extension to</td>
<td>£25,000</td>
<td>23.48</td>
<td></td>
</tr>
<tr>
<td>an existing footway, the introduction of a central pedestrian refuge on the A65</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>and the implementation of a footway link to the existing pedestrian ramp</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The introduction of a central pedestrian refuge outside Settle Middle School</td>
<td>£25,000</td>
<td>21.38</td>
<td></td>
</tr>
<tr>
<td>(to the west of Settle Bridge) with the aim to improve pedestrian access and</td>
<td>(£15,000 part funded by the SCTS)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>safety</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus infrastructure improvements within Horton in Ribblesdale, Stainforth and</td>
<td>£37,000</td>
<td>16.17</td>
<td></td>
</tr>
<tr>
<td>Langcliffe</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>‘Off-road shared use walking/cycling’ route, between Kirkby in Malhamdale School</td>
<td>£40,500</td>
<td>15.78</td>
<td>S</td>
</tr>
<tr>
<td>and Malham</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>‘On-road’ signed cycle route linking Hellifield with the National Cycle</td>
<td>£21,000</td>
<td>14.27</td>
<td></td>
</tr>
<tr>
<td>Network</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provision of through route linking the Rail Station with the Sidings to aid</td>
<td>£5,000</td>
<td>11.74</td>
<td></td>
</tr>
<tr>
<td>public transport accessibility</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(this proposal is subject to detailed discussions with the station operator and</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>the local bus service providers)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The introduction of an off-road cycle route adjacent to the A65, to provide a</td>
<td>£57,000</td>
<td>10.95</td>
<td></td>
</tr>
<tr>
<td>safe link between the B6480 Old Road and the unnamed road to Austwick, avoiding</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thwaite Lane between Austwick and Clapham</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Footpath widening on Church Street beneath the Railway Bridge between</td>
<td>£7,000</td>
<td>10.11</td>
<td></td>
</tr>
<tr>
<td>Marshfield Road and Whitefriars Court</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>‘Off-road’ cycle route along Langcliffe Road / High Road</td>
<td>£96,000</td>
<td>9.15</td>
<td></td>
</tr>
<tr>
<td>between Settle and Stainforth</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Footpath widening on Church Street (Penyghent View) in the vicinity of the</td>
<td>£11,800</td>
<td>9.07</td>
<td>Work already programmed</td>
</tr>
<tr>
<td>pedestrian refuge. This scheme has already been progressed for delivery by the</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NYCC highways team</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The introduction of a footway along the southern verge of Hobbs Gate between</td>
<td>£40,000</td>
<td>7.97</td>
<td></td>
</tr>
<tr>
<td>Townhead Lane and the recreation grounds / public right of way to the north</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>east of the Austwick Village</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>‘On-road signed’ circular cycle route along Raines Road Bankwell Road and</td>
<td>£16,000</td>
<td>7.6</td>
<td></td>
</tr>
<tr>
<td>Church Street, Settle</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Introduction of a one-way system west along Market Place then south to</td>
<td>£15,000</td>
<td>6.58</td>
<td></td>
</tr>
<tr>
<td>Cheapside. Including the road which extends from the junction of Market Place/</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Church Street to Cheapside</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Secure cycle parking facilities within Settle at key locations including the Market Place, Swimming Pool, Railway Station and Schools

<table>
<thead>
<tr>
<th>Scheme Description</th>
<th>Cost</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Secure cycle parking facilities within Settle at key locations including the Market Place, Swimming Pool, Railway Station and Schools</td>
<td>£5,000</td>
<td>4.19</td>
</tr>
</tbody>
</table>

**KEY:**  
- **S** Strong Support  
- **Support** Support  
- **No overall majority view**  
- **Lack of Support**

The Improvement Schemes identified and prioritised within **Table 3.1** are all subject to further detailed analysis as part of the future design / build process. This may necessitate further localised consultation and detailed physical / technical feasibility assessments undertaken by the NYCC Area Highway Teams to establish their ultimate deliverability.

**Table 3.2** below details those schemes which were taken forward as part of the Public Exhibitions and the 100% postal survey, however, following further investigations / detailed discussions with local residents have not been prioritised for delivery as part of the SCTS. They have still however been included within the strategy as an acknowledgement that they have been considered to an early stage of assessment and could be taken forward in the future following any changes to local circumstances. These schemes are discussed in more detail in the supporting text following **Table 3.2**.

**Table 3.2: Schemes not prioritised for delivery following further investigation / detailed discussions with local stakeholders / residents**

<table>
<thead>
<tr>
<th>Scheme Description</th>
<th>Cost</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provision of a missing section of footway on Kirkgate between the railway bridge and the entrance to the car park of the Society of Friends Meeting House</td>
<td>£18,000</td>
<td>15.78</td>
</tr>
<tr>
<td>The introduction of traffic signals at the Church Street / Langcliffe Road / Kirkgate Junction, to include a pedestrian crossing phase</td>
<td>£60,000</td>
<td>12.49</td>
</tr>
<tr>
<td>The introduction of parking restrictions in the form of double yellow lines on Settle Bridge, to remove conflict between parked vehicles and pedestrians</td>
<td>£1,000</td>
<td>1.26</td>
</tr>
</tbody>
</table>

**KEY:**  
- **S** Strong Support  
- **Support** Support  
- **No overall majority view**  
- **Lack of Support**
Introduction of footway on Kirkgate: Initial site investigations revealed the introduction of a footway at this location would be physically feasible, however, due to the limited space available this would require space to be taken from the highway (Kirkgate) which is already narrow. Also, cars often park opposite Victoria Hall which means that vehicles have to give way to each other due to the lack of space to pass.

In addition, discussions with local residents as part of the Public Exhibition process have suggested that the initial reasoning for this scheme is perceived as being not sufficient to justify reducing the carriageway width and thus increasing potential problems associated with vehicle movements.

This scheme has therefore not been included within the priority list for delivery as part of the SCTS process.

Church Street / Langcliffe Road / Kirkgate Junction, Traffic Signals: The introduction of traffic signals at the Church Street / Langcliffe Road / Kirkgate Junction, to include a pedestrian crossing phase.

As detailed within Table 3.3 below, this scheme received mixed support as part of the 100% Postal Survey. 41.2% of the respondents either agreed or strongly agreed and 41.0% either disagreed or strongly disagreed. 15.2% had no opinion about the scheme. Therefore, a clear conclusion cannot be made as to whether there is positive or negative support for this proposal across the study area.

Table 3.3: Consultation Responses for traffic signals at the Church Street / Langcliffe Road / Kirkgate Junction

<table>
<thead>
<tr>
<th></th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>No Opinion</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of Total</td>
<td>18.0%</td>
<td>23.2%</td>
<td>15.2%</td>
<td>20.2%</td>
<td>20.8%</td>
</tr>
<tr>
<td>Count</td>
<td>206</td>
<td>265</td>
<td>174</td>
<td>231</td>
<td>238</td>
</tr>
</tbody>
</table>

Based on the level of detail of the postal address information obtained from respondents within the Settle area it is not possible to focus this analysis on a street by street basis within the surrounding area of the junction for data protection purposes only the first half of residents post codes were requested. However, as part of the Public Exhibition exercise, discussions with local residents revealed that there is strong local opposition to this scheme and a number of valid concerns were expressed namely:

- Removal of residents parking spaces along Kirkgate
- Displacement of parking
- Increased congestion along Church St.
- Difficulty positioning signal heads
- Limited width of Settle Bridge and possible conflict between stationary traffic queuing at the lights and pedestrians in the vicinity of Settle Middle School / High School
The overall feeling from those living in close proximity to the junction was that the introduction of traffic signals at this junction was unnecessary. The conclusion to these investigations has therefore been to remove the scheme from the Settle SCTS priority list.

**Parking Restrictions on Settle Bridge:** Although this scheme does not demonstrate a significant contribution to the Transport Shared Priorities, as represented by its low score the decision was made to take it forward to consultation as a potential low cost, quick win scheme which could easily be delivered at the NYCC Highway Managers discretion without impacting upon the overall SCTS budget.

Detailed discussions with local residents / stakeholders, as part of the Public Exhibition exercise, revealed that actual occurrences of vehicles parking either on the bridge or at each end of the bridge are very rare and it was not generally felt that the introduction of these restrictions were justified. The conclusion to these investigations has therefore been to remove the scheme from the Settle SCTS priority list.

### 3.4 Additional Proposals

Three additional proposals have been identified as part of the Strategy which have not been prioritised against the other proposals identified within Table 3.1. These proposals cannot easily be implemented as stand alone improvements and as such it is proposed that these are taken forward for further investigation as and when deemed appropriate by the NYCC Highway Manager.

It should also be noted that the implementation of these proposals may be subject to more than one funding stream which may include the NYCC Annual Maintenance Budgets, Passenger Transport and Accessibility Budgets.

The proposals are detailed below with a full explanation provided within the following paragraphs.

- Traffic Signs Review / Rationalisation (Hellifield)
- Review / rationalisation of petrol station signing within the Market Place to improve and/or promote pedestrian routing to key services such as the railway station
- Bus infrastructure improvements within Settle Market Place
- Craven Transport Hubs Project

**Traffic Signs Review / Rationalisation within Hellifield:** As part of the consultation process a number of issues were highlighted within Hellifield regarding traffic signage. Specific issues identified included lack of signage and inappropriate / poor signage. This proposal would therefore involve a review and rationalisation of the existing traffic signs within Hellifield.

Detailed suggestions have been made via Stakeholder Consultation as to the exact nature and location of areas for improvement. This information will be taken into consideration as part of possible future investigations.

At this early stage it is difficult to quantify the exact nature and cost of any improvements required without further detailed analysis. It is therefore difficult to prioritise these improvements against those identified within Table 3.1.
Further investigations will therefore be taken forward at the discretion of the NYCC Area Highways Manager when funding becomes available.

**Pedestrian Signs Review / Rationalisation within Settle Market Place:** This would involve a review and rationalisation of existing pedestrian signage within Settle Market Place and would seek to improve pedestrian routeing to and from key services such as public transport.

This proposal is similar in nature to the previous proposal in that Stakeholder Consultation has resulted in specific suggestions into the exact nature of improvements required. However at this stage it is difficult to quantify and prioritise any improvements against those identified within **Table 3.1**.

In addition, any proposals to improve pedestrian signing and routeing need to be considered in conjunction with possible proposals identified as part of the Craven Transport Hubs Projects (detailed below) and Improvements to bus infrastructure in the Market Place as well as the Settle Renaissance Market Towns Projects.

**Bus Infrastructure Improvements within Settle Market Place:** As part of the SCTS consultation process a numbers of concerns were raised with regard to the existing bus stops within Settle Market Place and the need for improved facilities.

It is recognised that this is not a new issue and that due to the historic nature of the Market Place previous investigations have not identified any suitable proposals.

It is however proposed that these issues / possible improvements are now reinvestigated and that further discussions between the Town Council, the Settle Renaissance Market Towns Teams and the NYCC Integrated Passenger Transport Unit are undertaken.

As above, any proposals will be considered in conjunction with the Craven Transport Hubs Project (detailed below) to ensure consistency and a joined up approach throughout the Market Place.

**Craven Transport Hubs Project:** The overall vision of the Craven Transport Hubs Project is ‘to improve access to services in Craven through the creation of a sustainable network of community transport operators working collaboratively to achieve shared outcomes’.

The County Council has endorsed the independent community transport strategy for North Yorkshire and wishes to provide financial investment to help to achieve key elements of the strategy, notably investment to incentivise and reward the sector for collaborative, partnership working and delivery of a range of demand responsive services.

This project combines several investment programmes in order to improve accessibility for Craven residents. It will do this through four key areas:

- Supporting the community transport sector to take on an enhanced role in transport delivery
- Building Bentham and Settle as new transport hubs along with Skipton
- Promotion of community transport services and joint-marketing of all transport modes
Developing capacity for off-peak travel options for younger people

As part of this process NYCC will be the accountable body for the delivery of the capital elements of this project with the operational transport services being delivered by a partnership of existing organisations in Craven. For delivery of the capital improvements, and in particular those identified within Settle Market Place, the SCTS process will be used to direct capital investment from the Local Transport Plan.
4 Improvements Subject to Alternative Funding / Delivery Mechanisms

4.1 Introduction

This chapter provides details of those Improvement Schemes identified as part of the SCTS development process which exceed the scope of the SCTS budget and are therefore subject to alternative delivery and funding mechanisms. These include both Capital and ‘Non’ Capital Improvement Schemes and Initiatives.

Although it is recognised that such Improvement Schemes cannot be progressed in line with the SCTS budget they have still been included within the Strategy to be progressed under alternative funding / delivery mechanisms. This is an acknowledgement that in order to solve a number of the problems and issues identified by the SCTS process, access to all available NYCC funding streams and departments is required.

Those ‘Capital’ Improvement Schemes which cannot be delivered within the SCTS budget and thus are subject to alternative funding are detailed within Section 4.2 of available this chapter.

Section 4.3 of this chapter provides details of the issues raised as part of the development of the SCTS which are external to, or cannot be directly resolved by, the SCTS delivery process. These have however still been included within the Strategy as recognition of their importance and to ensure joined up thinking between other departments within North Yorkshire County Council. These are predominantly ‘Non’ Capital Improvement Schemes and Initiatives that will need to be taken forward and delivered by a number of other NYCC departments.

4.2 Capital Improvement Schemes Subject to Alternative Funding

As detailed within the introduction there are a number of Capital Improvement Schemes and Initiatives which have been identified / developed as part of the SCTS process which cannot be progressed within the available SCTS budget. These include:

- Improvement Schemes with a High Capital Cost
- Maintenance Budget Improvements

Full details of these schemes are provided in Section 4.2.1, and 4.2.2 overleaf.

4.2.1 Improvement Schemes with a High Capital Cost

As detailed within Chapter 1, those Improvement Schemes developed as part of the SCTS process with a high estimated Capital Cost have been deemed to be beyond the scope of the SCTS budget and as such their delivery is dependent upon alternative funding mechanisms available. This is to ensure that the best use is made of the available budget for the delivery of schemes as part of the SCTS process.
Two such Improvement Scheme have been identified as part of the development of the Settle SCTS and are detailed in Table 4.2 below and shown on the location plan in Appendix A2.

**Table 4.2: Improvement Schemes with a Capital Cost Greater than £100,000**

<table>
<thead>
<tr>
<th>Improvement Scheme Description</th>
<th>Cost</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Creation of a cycleway facility alongside the railway between Rathmell Road and Giggleswick Station including the introduction of pedestrian refuge between Rathmell Road and Gildersleets</td>
<td>£110,000</td>
<td>11.4</td>
</tr>
<tr>
<td>‘On-road signed’ cycle route between the Market Place and Bankwell Road, Settle</td>
<td>£129,900</td>
<td>8.67</td>
</tr>
</tbody>
</table>

At this stage, the only funding mechanisms identified for the delivery of these schemes is the Main LTP Capital Pot. They will therefore join the County’s reserve list of capital schemes and be subject to prioritisation against those already included within the list. This incorporates Improvement Schemes from across the County.

It is however acknowledged that as part of the delivery of the SCTS that lower cost alternatives may be identified which may then have the potential to merit inclusion within the prioritised list of schemes.

### 4.2.2 Maintenance Budget Improvements

Although not yet developed as a specific Improvement Option, there is an issue which was raised as part of the development process which could potentially be taken forward in line with the NYCC Maintenance Budget. In this instance the NYCC Highways Area Manager will take ownership of this issue and consider its merit for inclusion within the forward programme of works for the area a such there in no guarantee that these will be delivered within the available Maintenance Budget.

The issue raised concerns the winter gritting route which currently stops at the village of Winskill; therefore traffic cannot travel over the Moor between Airton and Malham. If the winter gritting route was extended an additional 2 miles this would provide full access between the two villages.

### 4.3 ‘Non’ Capital Schemes and Initiatives

This section provides details of additional issues / concerns raised through engagement with stakeholders and the public which have not been investigated / developed as part of the SCTS. These issues are considered to be outside of the scope of the SCTS budget; however, their importance is recognised and as such they are included within the Strategy for further consideration under alternative funding / delivery mechanisms within the County Council.

These include issues relating to ‘Non’ Capital Schemes and Initiatives and are discussed under the following headings:

- Passenger Transport
- Parking
4.3.1 Passenger Transport

The development of the Settle SCTS has raised a number of issues with regard to Passenger Transport within the Study Area and in particular Stakeholders have expressed specific concerns relating to the existing bus services.

As identified within LTP2, such improvements are subject to cooperation between both the County Council and the Service Providers and thus deemed to be external to the SCTS process. The opportunity does however exist for these issues to be considered as part of the NYCC Passenger Transport Review process and ongoing investigations. As such key issues have been forwarded to the NYCC Integrated Passenger Transport Unit for further consideration.

The key concerns raised as part of the stakeholder / public consultation exercises are summarised below with responses provided by the Integrated Passenger Transport Team (IPT) where specific investigations have been undertaken. The views expressed are those of the stakeholders and the public and have been included for further consideration / investigation by the NYCC Integrated Passenger Transport Team. As such they have not undergone detailed analysis as part of the SCTS process.

- The cost of public transport services are too high throughout the study area, which has a significant impact on the ability of young people in the community to use it.

These comments have been taken into consideration by the IPT team

- Poor bus service provision in the following locations:
  - Settle
  - Skipton to Lancaster corridor
  - Stainforth
  - Austwick – Settle – Skipton
  - Giggleswick
  - Hellifield
  - Malhamdale
  - Rathmell
  - Horton-in-Ribblesdale

These comments have been taken into consideration by the IPT team

- The bus stops outside the Naked Man Café should be moved to Whitefriars Car Park
The IPT Team are agreed that the area was suitable for bus stops and that a waiting area needs to be identified and as such will be taken into consideration as part of future works.

- The new bus shelter which has been installed on Bankwell Road in Giggleswick is rarely used, however bus shelters are needed at Four Lane Ends and at the bottom of Belle Hill.

The introduction of a bus shelter at the bottom of Belle Hill has been investigated by NYCC, however it is not possible to locate a shelter safely. Individually, a bus shelter at Four Lane Ends would not contribute significantly to the shared priorities for transport and as such would not be prioritised against other schemes within the study area.

- No bus shelters in Hellifield

As part of the bus corridor improvements recently undertaken in Hellifield, no suitable bus shelter locations could be identified.

- Better links to existing rural services are needed, as are later running services to/from Settle & Skipton. It is suggested the eastbound bus stop is moved from the end of Hammerton Drive to a location where approaching traffic can be seen and where a lay by can be provided.

The current location of the bus stops have been subject to agreement with relevant Highways Engineers and that NYCC consider that the lay by would not provide a cost effective solution at this location.

- Services should be provided between Ingleton, Clapham and Horton on Sundays and Bank Holidays when people are most likely to use them.

These comments have been forwarded to the commercial service operator for future consideration.

- A lack of integration throughout the study area between existing Public Transport Services, namely bus, rail and community transport. This results in inconsistent services and different modes of transport not linking up with each other, ultimately causing a reduction in patronage.

These comments have been noted and are under consideration by IPT.

- The existing promotion of services for all modes of public transport is seen as inadequate.

NYCC promote existing services through the production of leaflets, area maps and timetables, which are also available on the NYCC Public Transport website (www.northyorkstravel.info/) and traveline (www.traveline.org.uk).

- There is a need to improve IT services/websites to improve links between local people and the public transport network.

The NYCC’s Public Transport website (www.northyorkstravel.info/) contains links to access downloadable information such as timetables and leaflets.

- Currently a lot of people depend on the ‘post bus’, which is used by elderly people and is subsidised by North Yorkshire County Council. It is however felt that the current level of service is not sufficient to meet the requirements of the local community and the large number of tourists attracted to both Settle and Malham.
These comments have been noted and are under consideration by IPT.

- The pool of community transport operators working alongside NYCC needs to be developed further - the three main operators within North Yorkshire need to work alongside NYCC more closely to better facilitate the services provided and support the development of other operators and therefore provide core/centralised functions.

These comments have been noted and are under consideration by IPT.

- Link the websites of the Little Red Bus, North Yorkshire County Council and Traveline, in order to integrate public transport; also raising awareness of public transport in the area.

The NYCC Public Transport website (www.northyorkstravel.info/) contains links to access the Little Red Bus (www.littleredbus.co.uk/) and Traveline (www.traveline.org.uk/) websites.

### 4.3.2 Parking

As part of the SCTS consultation process a number of issues were raised with regard to parking provision within the Study Area.

Some stakeholders feel that the provision of free parking facilities within the Market Place has resulted in traffic congestion and conflicting traffic movements. Discussions with the Town Council have revealed however that at present there are no plans to review the parking policy within the Market Place. It is also understood that there are proposals to investigate the potential for a Disk Parking System.

The lack of adequate parking provision within Long Preston resulting in congestion in the vicinity of the Village Green was also raised as a particular area of concern for some stakeholders.

Stakeholders also felt free short-term parking for a maximum of 2 hours should be provided in the Whitefriars and Ashfield car parks. It however should be noted that Craven District Council has recently reviewed its Car Parking Strategies and there are currently no plans to provide free parking (for two hours) in the Settle Car Parks. Residents of Craven are able to purchase Residents’ Parking Permits at a reduced cost to that paid at the Pay & Display machines for each visit. The 2008/09 cost of these points are detailed below:

- Residents annual short stay £25.00
- Residents annual medium stay £50.00
- Residents annual long stay £150.00

### 4.3.3 Freight Issues

As part of the development of the SCTS one of the key issues raised by local stakeholders and residents was the concern over freight traffic through Settle.

Specific concerns identified included:

- Volume of HGVs (not just Quarry trucks) travelling through Settle and the detrimental impacts to quality of life in the town
• Inappropriate routeing of HGV traffic in particular HGV's travelling through the town centre

• HGV's travelling along the A65 in convoy leading to driver frustration and in some cases dangerous overtaking

It is recognised that the issues raised as part of the SCTS consultation process are long running concerns to which an appropriate solution for all, has yet to be identified. To this end as part of the development of the SCTS, NYCC have taken the opportunity to re-invigorate the Settle Freight Quality Partnership in an attempt to once again bring these issues to the forefront of discussions and identify any potential solutions to be taken forward.

The Settle Freight Quality Partnership (FQP) is essentially a forum in which local stakeholders ranging from residents, Town Councillors and Parish Councillors to Freight and Quarry Operators can air their concerns and at the same time allow them to work together to arrive at mutually acceptable solutions.

Following a FQP meeting held in December 2007, NYCC commissioned a number of Traffic Surveys in and around the Settle area in order to establish a clear picture of freight Movements and hence the scale of the issue under consideration.

The results of these surveys will be used to guide discussions within the FQP in order to establish potential solutions to be taken forward for further investigation / development.

Historic proposals introduced such as the Settle Sleep Zone and redirection of Giggleswick Quarry Traffic via Buck Haw Brow are potential solutions which will once again be discussed and / or re-investigated as potential solutions.

Other potential solutions to be discussed include:

• Weight restrictions

• Rerouting traffic

• Introduction of one way systems

• Improved driver training

It is proposed that any outcomes from this process will be reported back to stakeholders and local residents through a combination of NYCC, the Town Council, the Parish Council and Press Releases.

Any capital schemes taken forward by the FQP will be subject to available funding streams which may include the SCTS reserved budget.

4.3.4 Speed Enforcement

Stakeholder / public engagement has suggested there is a lack of speed enforcement through the 30mph limits in Long Preston and Hellifield. Indeed, speed enforcement was considered an issue throughout the majority of the study area. These issues are subject to further liaison between NYCC and the Police / Fire and Rescue Services and as such have not been investigated in detail as part of the SCTS.
4.4 Summary

This chapter has provided details of those Improvement Schemes and Initiatives which are considered to be external to the SCTS budget and as such are subject to alternative funding and/or delivery mechanisms.

The importance of these Improvement Schemes and Initiatives has been acknowledged and as such they are still included within the Strategy along with recommendations on how they may be taken forward.
5 Monitoring and Evaluation

5.1 Introduction

This chapter details the process to be adopted in order to monitor and evaluate the Improvement Schemes delivered as part of the Settle SCTS.

As stated within the LTP2 it is important to identify the local outcomes which can be effectively measured following the implementation of the Improvement Schemes contained within the Strategy. This approach enables their contribution, and ultimately the whole Strategy’s contribution to the Shared Priorities to be effectively measured.

5.2 Monitoring Improvement Schemes

In this context, monitoring and evaluation is about objectively monitoring and assessing the impacts of implementing individual Improvement Schemes recommended within the Strategy. This will provide NYCC with valuable information to inform future decision making in the locality and also for Improvement Schemes throughout the County of similar scale and nature.

As part of the SCTS process, Improvement Schemes will be monitored post construction to assess their impact on the problems which drove their development and their contribution to the Shared Priorities. This will be undertaken as part of the Local Transport Plan process with the level of assessment influenced by the size and scale of the Improvement Scheme in question. To assist in this process a set of local indicators have been derived to act as a means of measuring the performance of the individual Improvement Schemes which are implemented.

The local indicators which have been derived to measure the performance of each of the Improvement Schemes are detailed in Table 5.1 below with definitions provided within the following sections.

<table>
<thead>
<tr>
<th>Improvement Scheme</th>
<th>Local Indicators</th>
</tr>
</thead>
<tbody>
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<td>Pedestrian access improvements at Giggleswick Station, to include an extension to</td>
<td></td>
</tr>
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<td>an existing footway, the introduction of a central pedestrian refuge on the A65</td>
<td></td>
</tr>
<tr>
<td>and the implementation of a footway link to the existing pedestrian ramp</td>
<td>Increased Pedestrian Use Attitudinal Indicator</td>
</tr>
<tr>
<td></td>
<td>Observational Surveys</td>
</tr>
<tr>
<td>The introduction of a central pedestrian refuge outside Settle Middle School</td>
<td>Increased Pedestrian Use Attitudinal Indicator</td>
</tr>
<tr>
<td>(to the west of Settle Bridge) with the aim to improve pedestrian access and</td>
<td>Increased Pedestrian Use</td>
</tr>
<tr>
<td>safety</td>
<td>Passenger Services</td>
</tr>
<tr>
<td>Bus infrastructure improvements within Horton in Ribblesdale,</td>
<td>Attitudinal Indicator</td>
</tr>
<tr>
<td>Stainforth and Langcliffe</td>
<td>Passenger Services</td>
</tr>
<tr>
<td>‘Off-road shared use walking/cycling’ route, between Kirkby in Malhamdale School</td>
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<tr>
<td>and Malham</td>
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</tr>
<tr>
<td>and Newfield Hall to the National Cycle Network</td>
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</tr>
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<td>The introduction of an off-road cycle route adjacent to the A65, to provide a safe link between the B6480 Old Road and the unnamed road to Austwick, avoiding Thwaite Lane between Austwick and Clapham</td>
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</tr>
<tr>
<td>Footpath widening on Church Street beneath the Railway Bridge between Marshfield Road and Whitefriars Court</td>
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<td>'Off-road' cycle route along Langcliffe Road / High Road between Settle and Stainforth</td>
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<td>Footpath widening on Church Street (Penyghent View) in the vicinity of the pedestrian refuge. This scheme has already been progressed for delivery by the NYCC highways team</td>
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<tr>
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<td>Increased Bicycle Use Attitudinal Indicator</td>
</tr>
<tr>
<td>Introduction of a one-way system west along Market Place then south to Cheapside. Including the road which extends from the junction of Market Place/Church Street to Cheapside</td>
<td>Attitudinal Indicator Observational Surveys</td>
</tr>
<tr>
<td>Secure cycle parking facilities within Settle at key locations including the Market Place, Swimming Pool, Railway Station and Schools</td>
<td>Attitudinal Indicator Observational Surveys</td>
</tr>
</tbody>
</table>

**Wider Local Transport Plan and Maintenance Budget Improvement Schemes**

<table>
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<tr>
<th>Improvement Scheme</th>
<th>Local Indicators</th>
</tr>
</thead>
<tbody>
<tr>
<td>Creation of a cycleway facility alongside the railway between Rathmell Road and Giggleswick Station including the introduction of pedestrian refuge between Rathmell Road and Gildersleets</td>
<td>Increased Bicycle Use Attitudinal Indicator</td>
</tr>
<tr>
<td>'On-road signed' cycle route between the Market Place and Bankwell Road, Settle</td>
<td>Increased Bicycle Use Attitudinal Indicator</td>
</tr>
</tbody>
</table>

Definitions of each of the Local Indicators are provided below. It is however noted that these should only be treated as a guide and each case will be assessed in detail on a site by site basis by the NYCC Highways Area Manager in order to determine whether the local indicators will clearly demonstrate the contribution the Improvement Scheme has had towards the Shared Priorities. In accordance with the NYCC LTP2, monitoring of performance against these Local Indicators and their contribution to the Shared Priorities will be a key part of the annual review process carried out by the Steering Group once the Strategy is adopted.

**Accident Reduction** – In order to assess the impact a particular Improvement Scheme has upon the accident numbers at a specific location, historical accident figures supplied by North Yorkshire Police from the ‘Stats 19’ database will be compared to those post implementation from the same source. It is however recognised that the implementation of
some Improvement Schemes can be seen to only demonstrate accident savings over a limited period of time following their introduction. Accidents will therefore be monitored over a period of years to ensure that short term trends do not give a false representation of the situation.

**Increased Pedestrian Use** – Before and after footfall surveys will be used to assess whether the introduction of Improvement Schemes have assisted in encouraging Pedestrians use.

**Increased Bicycle Use** – Before and after cycle counts will be used to assess whether the introduction of Improvement Schemes have assisted in encouraging cycling.

**Speed Reduction** – Measurements of traffic speed will be recorded prior to and post implementation to assess the level of impact the Improvement Scheme has had on overall vehicle speeds. Again, as in the case of the Accident Reduction indicator detailed above, trends will be analysed over an extended period of time to ensure initial benefits do not fall away over time.

**Attitudinal Indicator** – As the SCTS process has been driven by the needs / desires of local stakeholders and the public, an indication of the success of individual Improvement Schemes can be measured through local attitudes. The methodology to be adopted and appropriateness of this indicator would be determined on a site by site basis by the NYCC Highways Area Manager. Possible methodologies include face-to-face interviews and leaflet / questionnaire drops.

**Observational Surveys** – The greatest understanding of a situation is often gained through observation. This is particularly true of instances where the problems to which an Improvement Scheme aims to address are those which are not easily measured and tend to be derived from local experience and perception.

**Passenger Services** – Any change in patronage numbers will be used to assess whether the introduction of a particular improvement scheme is having a positive contribution to encouraging people to move away from private transport towards public transport.

### 5.3 Monitoring the Strategy

The implementation of the Improvement Schemes within the Strategy will be monitored over the next 2 years. This element of the monitoring process will be ‘owned’ by the NYCC Highways Area Manager who is responsible for the design and implementation of the Improvement Schemes contained within the Strategy. As above, this will be reported through the NYCC Local Transport Plan process. An annual report will be produced by the Area Manager for the Service Centre for consideration by the County Council’s Area Committee. This will report progress on Improvement Scheme implementation, forthcoming projects and any new projects suggested for inclusion within the Strategy.

In addition the Strategy will be treated as a ‘live’ document which is flexible in nature and able to accommodate changes in local, regional and national policy as well as available funding and third party influences such as developer contributions. Significant changes in these areas may trigger the need to revisit the Strategy and update its findings to accommodate changes.
The Strategy will also be revisited in its entirety and updated as part of the Local Transport Plan for period 3 which covers 2012 to 2017.
6 Summary and Conclusions

6.1 Introduction

This final chapter of the document presents the Strategy for the Settle Service Centre, it provides a qualitative comment on the perceived benefits of the Strategy in the context of the Governments Shared Priorities and finally outlines the next stages in the process and how the Strategy will be adopted and then delivered.

6.2 The Strategy

Table 6.1 overleaf outlines the Prioritised Improvement Schemes to be taken forward for delivery as part of the Settle SCTS. The Improvement Schemes have been categorised by the anticipated funding source which will be used to secure their delivery. As indicated within the introduction these include but are not limited to the following:

- SCTS budget
- NYCC Improvement Schemes already programmed for delivery within the Strategy period
- Wider Local Transport Plan Integrated Transport and Maintenance Budgets
  - Capital Reserve List
  - Public Transport Review Process
  - Kickstart Grants
- Developer Contributions (Section 106 Agreements)
- Highways Agency Trunk Road Improvements
- Regional Transport Board / Department for Transport LTP Major Schemes (capital cost > £5 million)

Again it should be noted that as there is a flexible but finite budget available for the delivery of the SCTS, not all of the Improvement Schemes put forward in the Table 6.1 overleaf will be deliverable within the available funds. In addition, as the Improvement Schemes are further developed / designed by NYCC it may be determined that some Improvement Schemes should be omitted from the process as they are not deemed to be technically feasible or have sufficient local public support.

In order to determine the anticipated benefits of the Strategy as a whole, the anticipated contribution of each of the Improvement Schemes to the Shared Priorities and hence the aspirations contained within the NYCC LTP2 has also been provided within Table 6.1 overleaf.
Table 6.1: The Strategy

<table>
<thead>
<tr>
<th>Improvement Scheme</th>
<th>Contribution to Shared Priorities and LTP2</th>
</tr>
</thead>
<tbody>
<tr>
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<td></td>
</tr>
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</table>
### Improvement Scheme

<table>
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Air Quality  
Safer Roads  
Accessibility |
| ‘On-road signed’ cycle route between the Market Place and Bankwell Road, Settle | Congestion  
Air Quality  
Safer Roads  
Accessibility |

### 6.3 Anticipated Benefits of the Strategy

Reference to the above table reveals that the Strategy will, in accordance with the aims and aspirations contained within NYCC’s Local Transport Plan for period 2, deliver anticipated benefits for the Settle Study Area against the following Governments Shared Priorities for Transport. The Strategy can be viewed as:

- Helping to deliver **Safer Roads** within the Service Centre
- Improving **Accessibility** within the Service Centre
- Helping to avoid **Congestion** within the Service Centre
- Assisting in improving **Air Quality** within the Service Centre

The Strategy can also be seen as supporting the overarching aims of NYCC’s Local Transport Plan for period 2 of making North Yorkshire a better place by:

- Providing equality of opportunity for all
- Protecting and enhancing the environment
- Improving the safety and health of residents and visitors
- Increasing economic prosperity
- Building sustainable communities
- Reducing the need and demand for travel

### 6.4 Next Steps

The next stage in the process will be for the above Strategy to be submitted to the Area Committee for approval. Following its adoption the Improvement Schemes will be taken forward for implementation by the NYCC Highways Area Manager and the success of the Strategy monitored against the approach identified within **Chapter 5**.

For those Improvement Schemes which lie outside the remit of the NYCC Highways Area Manager, for example revenue dependent public transport improvements, these Improvement Schemes will be allocated to the relevant part of the County
Council for further investigation and, as appropriate, delivery. These Improvement Schemes will also be monitored in line with the approach identified within Chapter 5.
Appendix A

Appendix A1 – Prioritised Schemes Location Plan

Appendix A2 – Wider LTP Integrated Transport and Maintenance Budgets
Schemes Location Plan