

North Yorkshire County Council

Local Transport Strategy

March 2005

North Yorkshire County Council

Local Transport Strategy

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1. Vision, Aims and Objectives

1.0 Vision

The Second North Yorkshire Local Transport Plan (LTP 2) will be a key document in the delivery of improved services to the community. To reflect this role the County Council have adopted a vision for LTP 2.

Vision

Better access and sustainable communities for all

This vision draws on the County Council's vision statement

'A County which provides opportunity, independence and security for all.'

The LTP 2 vision reflects the philosophy that transport, and therefore the LTP 2, is a tool in delivering the wider social, economic and environmental aspirations of the community rather than the end product in itself. The vision therefore engenders the need for improvement and that the purpose of the LTP 2 is to provide access to the goods and services required by the community rather than to simply provide transport services.

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

1.1 Aims

The County Council has also adopted six Aims for the LTP 2. These reflect the common themes drawn from the wider national, regional, County and local improvement strategies discussed in detail in Section 9.

Aims

To make North Yorkshire a better place by:

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

The key documents which frame these Aims are the Government's White Paper- The Future Of Transport, North Yorkshire Community Strategy and the North Yorkshire County Council – Council Plan 2004 – 2007.

1.1.1 The Government's White Paper sets out the 'three central themes' of the national strategy for the next 20 to 30 years. These are

- *Sustained investment*
- *Improvements in transport management*
- *Planning ahead*

1.1.2 The North Yorkshire Community Strategy identifies seven main themes which need to be addressed. These are:

- *Secure a sound economy.*
- *Provide everyone with the opportunity to develop their full potential.*
- *Help people in need.*
- *Promote socially inclusive, safe and sustainable communities.*
- *Take care of our heritage, landscape and environment.*
- *Maintain a strong, integrated and safe transport system.*
- *Plan for and deal with emergencies and cope with the aftermath.*

1.1.3 The North Yorkshire County Council - Council Plan 2004 – 2007 sets seven key objectives to contribute towards delivering the Council Plan vision. These are:

- *Security for all*
- *Growing up for the future*
- *Independence*
- *Keeping us on the move*
- *Strengthening our economy*
- *Looking after our heritage and our environment*
- *Keeping in touch*

The LTP 2 Aims identify the areas where the LTP 2 and improvements to transport provision can contribute towards these wider policy aspirations. Further details of the policy background contributing to the Key Aims of the LTP 2 are given in Section 9.

1.2 Objectives

In order to identify and focus on how the LTP 2 and local transport can achieve the Aims and therefore contribute towards the wider policy aspirations seven Objectives have been adopted. These are:

LTP 2 Objectives

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

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

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

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

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

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

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

2. Objective 1 (Accessibility)

2.1 Objective

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

2.2 Background

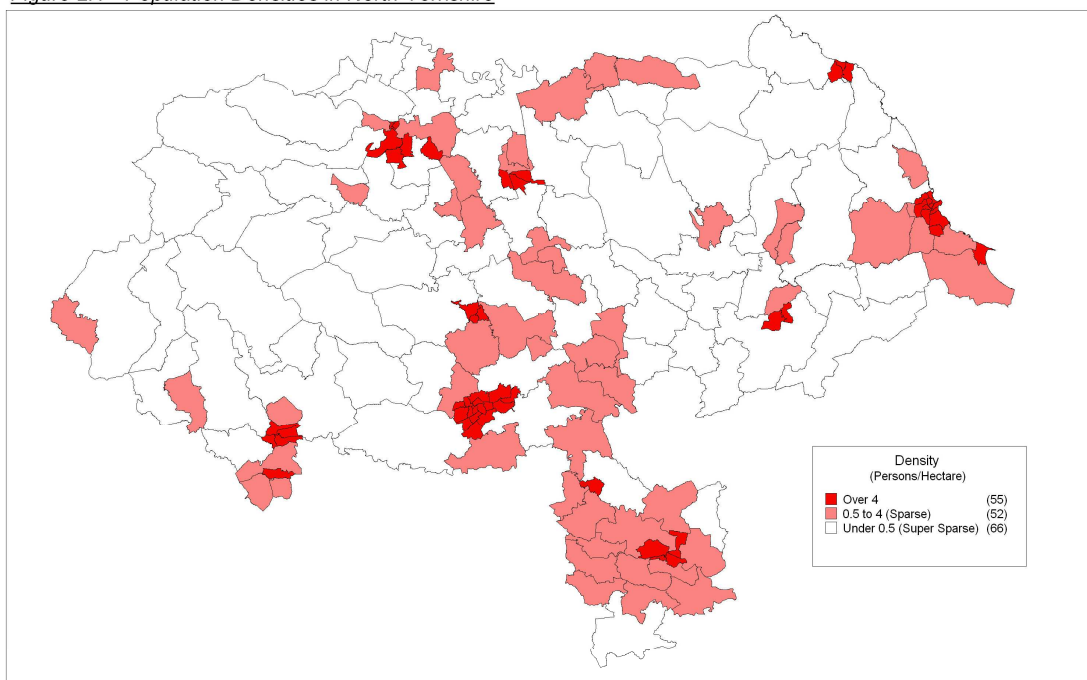
In the Office of the Deputy Prime Minister's Social Exclusion Unit's publication "*Making Connections*" the government outlined its policy for social inclusion. To be included, they argued that one needed means and to acquire them a person needs to be employed. To be able to achieve this everybody, should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

Accessibility is therefore one of the Government's and Local Government Association's (LGA) Shared Priorities for transport. Accessibility is the ability of all people to access places of work, learning, health care, shopping, leisure and other opportunities which can significantly impinge on their quality of life. Consultation on local priorities for the North Yorkshire LTP 2 established that recreation and tourism were key economic drivers in the County. It was therefore agreed that access to recreation and tourism services should also be a priority in North Yorkshire. Objective 1 therefore reflects these local priorities.

2.3 Problems and Opportunities

2.3.1 The main problems with Accessibility in North Yorkshire arise more from its geography than financial or social deprivation. In particular it is the availability of transport, or lack of it, that affects most of those who do not have access to a car. This arises from the long distances that need to be travelled and the sparseness of the population. Figure 2.1 shows the population density for different areas of North Yorkshire. The national average population density for England and Wales is 380 per square km. The average for North Yorkshire is 71 per square km with some districts falling to 34 per square km. This low population density, and the long travel distances, make providing and accessing key services, especially by public transport, extremely difficult.

Figure 2.1 - Population Densities in North Yorkshire



Notes

1. Compilation & Analysis: Policy Development, Planning & Countryside Unit, Environmental Services, NYCC.
2. Ordnance Survey Map Data. © Crown Copyright, North Yorkshire County Council, 100017646, (2005).
3. Source: NYCC 2003 Mid-Year Ward Population Estimates, which are constrained to the Registrar General's District Based Estimates.
4. Filename i:\accession\maps\tp_strategy\04_05\pop_densities.WOR

- 2.3.2 The 2001 Census showed that in North Yorkshire almost 20% of households had no access to a car or van with a further 45% having access to only one car or van. For many families therefore the one car which may be available is used by the breadwinner to travel to his/her place of work. This effectively renders the rest of the family immobile if public transport is not available. Whilst these car ownership levels are above the national average alternative means of transport, especially in the remoter rural areas, are limited.

However, approximately 62% of the population of North Yorkshire live in towns. Most of these towns already provide many of the basic services required. Access to the services within these towns is generally good either because of their small size allowing people to walk to the services or because of the good quality of public transport available.

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

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

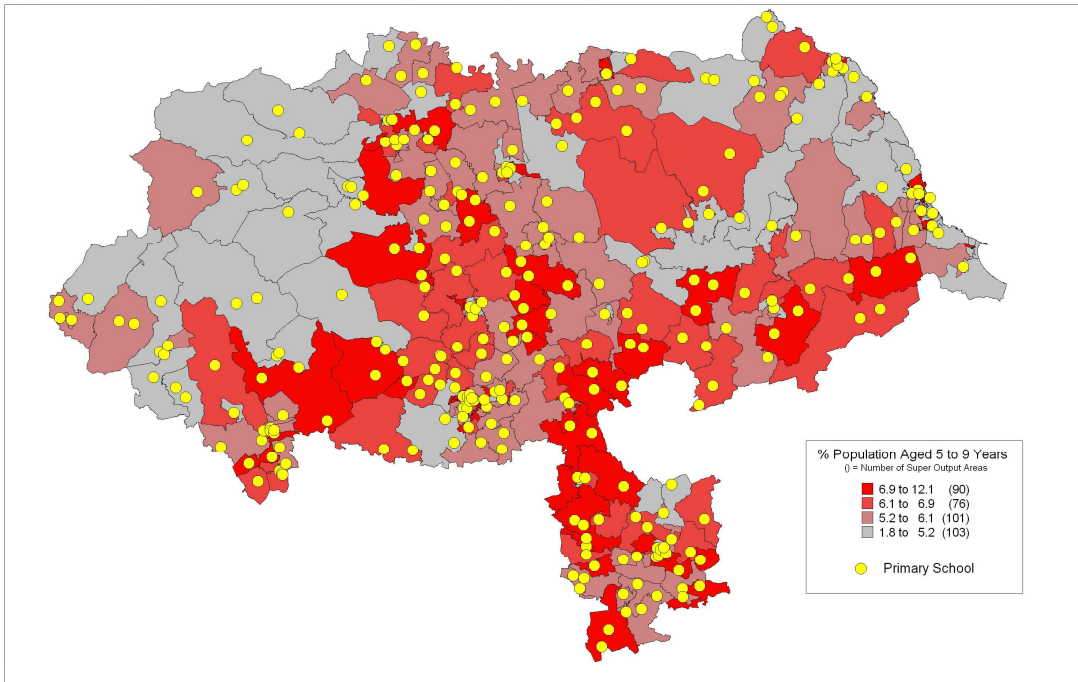
2.3.4 **Education and Training**

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

There are a total of 393 schools in North Yorkshire. Of these 50 are secondary schools and are situated mainly in the larger towns. Most of the remainder are primary schools and are situated in towns and villages throughout the County.

Based on 2001 census information Figure 2.2 shows the percentages of the population in the age range 5 to 9 (the closest age range to primary pupils currently available from the census data) for each Super Output Area (approximately 1500 houses). Also shown on Figure 2.2 are the locations of Primary Schools in the County. The County Council (as Education Authority) wherever possible seek to retain smaller village Primary Schools to serve the local needs of the community. Additionally the County Council operate an enhanced home to school transport provision that provides free school transport to all primary school pupils living more than 2 miles from the closest suitable primary school. The legal requirement for provision of free transport is for pupils up to the age 9 living more than 2 miles from school and over 9 living more than 3 miles from school. The joint outcomes of these two policies have effectively addressed most of the issues relating to accessibility to primary education in the County. Access to primary education is therefore not a priority for further action in North Yorkshire.

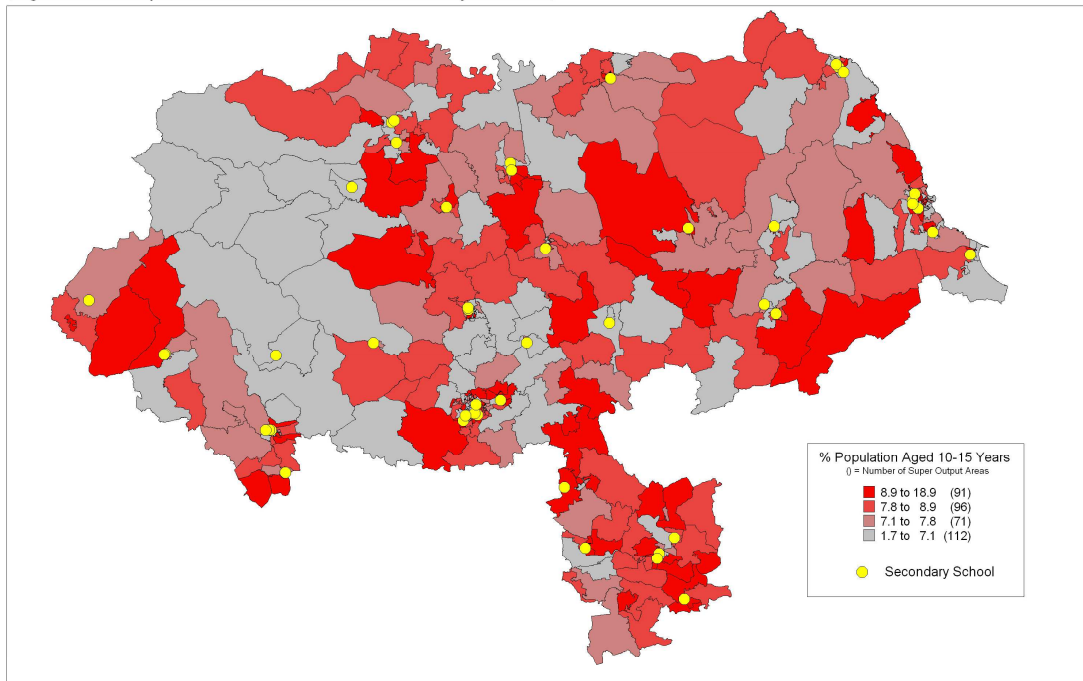
Figure 2.2 - Population 5-9 Years & Primary Schools (Including Junior & Infant)



Notes
 1. Compilation & Analysis: Policy Development, Planning & Countryside Unit, Environmental Services, NYCC.
 2. Ordnance Survey Map Data: © Crown Copyright, North Yorkshire County Council, 100017946, (2005).
 3. Source: Population data from 2001 Census Key Statistics, © Crown Copyright, 2004.
 4. Filename: \accession\maps\lp_strategy\04_05\Pop Primary.WCR

Figure 2.3 shows similar information to figure 2.2 for the age range 10 to 15 and secondary schools. Whilst the geographical spread of secondary schools is such that most pupils are within a reasonable travel time (i.e. within the governments Accessibility Core Indicator time of 40 minutes) in a county with the population density and the size of North Yorkshire in is not feasible to make provisions that allow all pupils to access school within 40 minute travelling. However, as with primary education the Councils free school transport provision addresses most of the secondary education accessibility issues in North Yorkshire. Access to secondary education is therefore not a priority for further action in North Yorkshire.

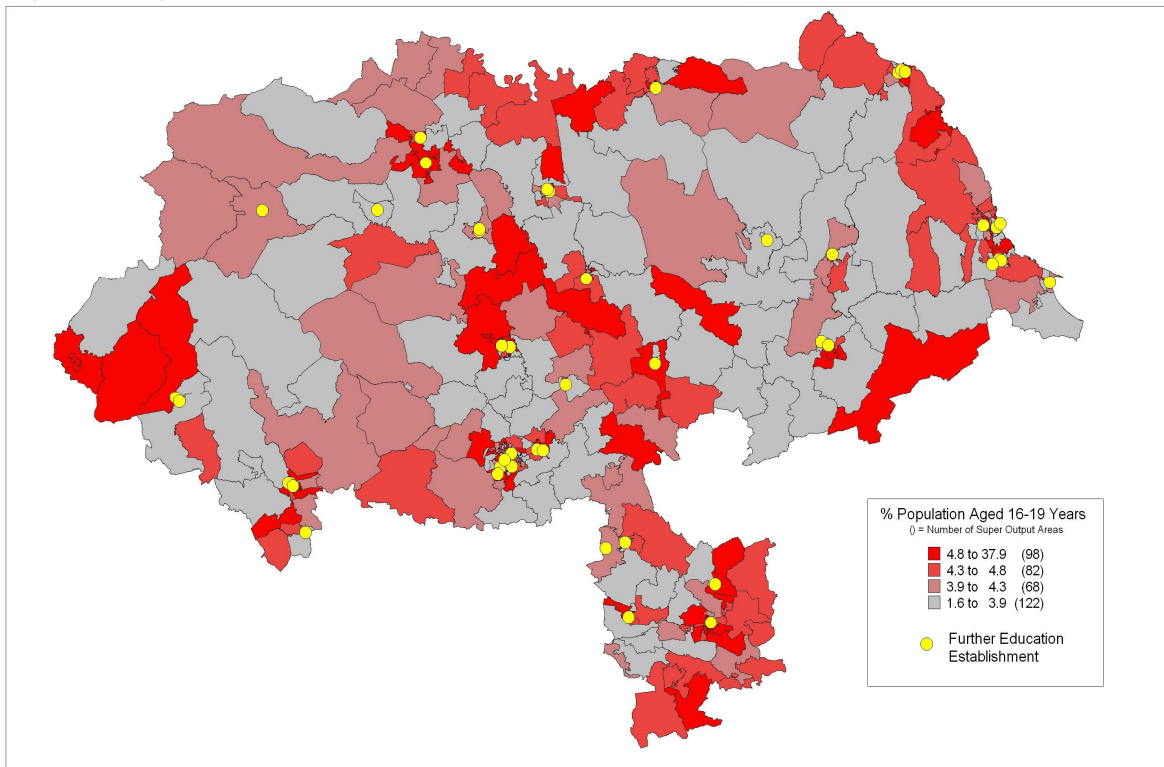
Figure 2.3 - Population 10-15 Years & Secondary Schools



Notes
 1. Compilation & Analysis: Policy Development, Planning & Countryside Unit, Environmental Services, NYCC.
 2. Ordnance Survey Map Data: © Crown Copyright, North Yorkshire County Council, 100017946, (2005).
 3. Source: Population data from 2001 Census Key Statistics, © Crown Copyright, 2004.
 4. Filename: \accession\maps\lp_strategy\04_05\Pop Secondary.WCR

Access to Post 16 further education is however more difficult. Only 24 establishments in the County offer further education courses. These are located in Harrogate, Skipton, Selby, Scarborough, Boroughbridge, Easingwold, Knaresborough, Pickering, Malton, Northallerton, Richmond, Ripon, Settle, Sherburn, Stokesley, Tadcaster, Thirsk, Wensleydale and Whitby. There are also a number of schools which offer 6th form education to students. Figure 2.4 shows the percentage of the population in the age range 16 to 19 across the county and the location of further education establishments and schools with 6th form courses within and close to North Yorkshire.

Figure 2.4 - Population 16-19 Years & Further Education Establishments



Notes
 1. Compilation & Analysis: Policy Development, Planning & Countryside Unit, Environmental Services, NYCC.
 2. Ordnance Survey Map Data © Crown Copyright, North Yorkshire County Council, 100017946, (2005).
 3. Source: Population data from 2001 Census Key Statistics, © Crown Copyright, 2004.
 4. Filename i:\accession\maps\ltp strategy_04_05\Pop FE.WOR

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

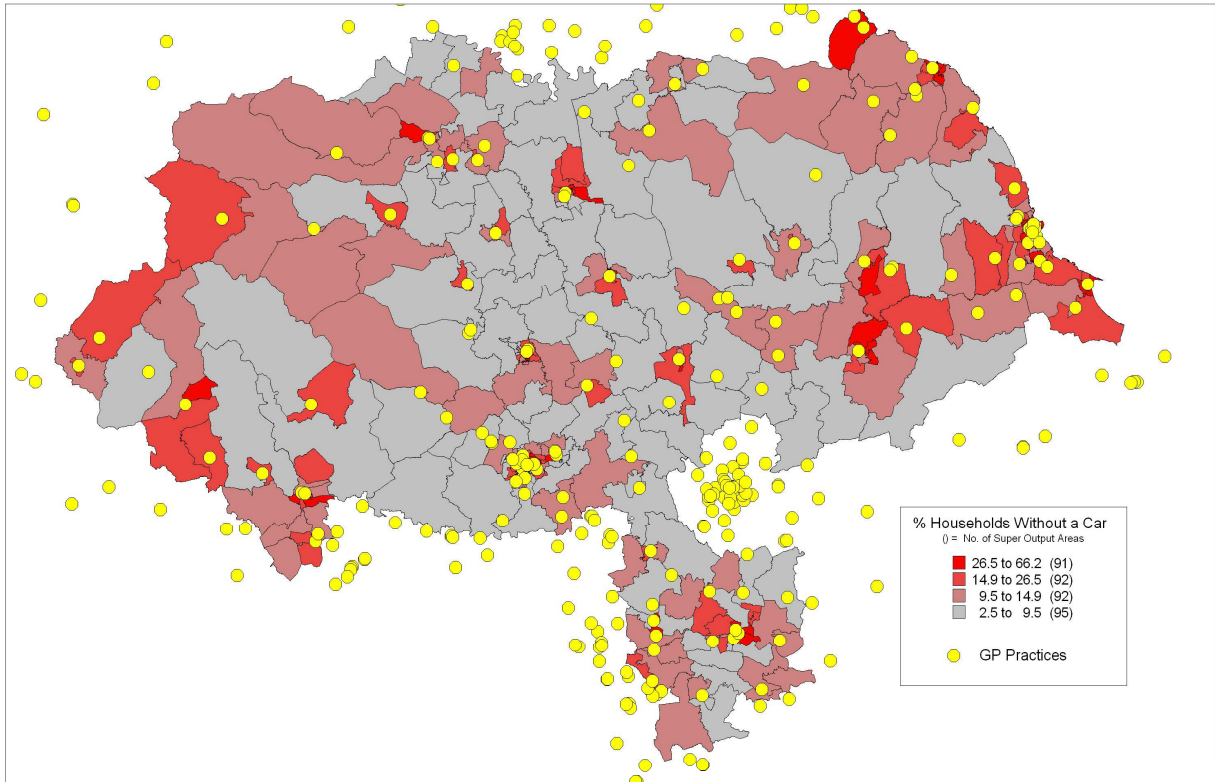
Transport to these establishments from the remoter parts of the County is therefore difficult. However the County Council provides assistance with the transport for students aged between 16 and 19 attending further education.

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

2.3.5 Health Care

There are approximately 82 General Practitioners' Practices in North Yorkshire. These are located in both the larger towns, some in smaller communities and there are some branch surgeries in villages run by practices based elsewhere. Access to this Primary Health Care is therefore generally reasonable. There are however areas where low car ownership levels and lack of local GP provision may lead to accessibility difficulties for some people. Figure 2.5 shows the percentage of households without access to at least one car or van across the county and the locations of GP practices. This shows that there are a number of areas of the county where there are potential problems for access to GP provision. The County Council and partners will prioritise these areas for further investigation and action.

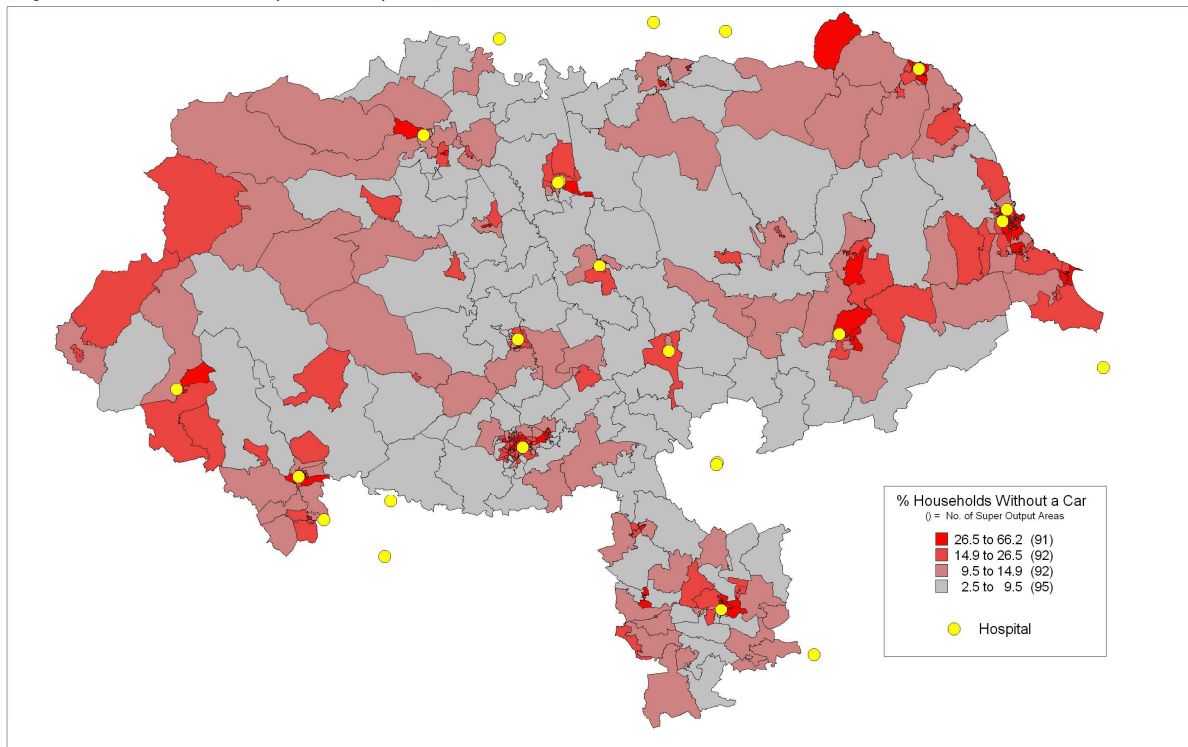
Figure 2.5 - Car Ownership and GP Practices



Notes
 1. Compilation & Analysis: Policy Development, Planning & Countryside Unit, Environmental Services; NYCC.
 2. Ordnance Survey Map Data: © Crown Copyright, North Yorkshire County Council, 100017946, (2005).
 3. Source: Car ownership data from 2001 Census Key Statistics, © Crown Copyright, 2004.
 4. Filename I:\accession\maps\tp-strategy\04_05\nc car with gps.WOR

Acute Health Care services however, are concentrated in the three major towns in the County, Harrogate, Northallerton and Scarborough. Those living on the periphery may be able to access such care in neighbouring authority areas e.g. Middlesbrough or Bradford. While those who require inpatient care need to make the journey to and from hospital once, visitors, those who require outpatient treatment, or those needing to attend for consultations may have to travel many times. North Yorkshire has an ageing population and already has a higher than the national average percentage of residents beyond retirement age. Many have no access to a private car and are fearful of travelling by public transport, when it is available. Figure 2.6 shows areas of low car ownership and the locations of hospitals which offer a wide range of health care services. This shows that there are large areas of the county where access to hospital services are difficult. This is therefore a priority for the Council and its partners for further investigation and action.

Figure 2.6 - Car Ownership and Hospitals



Notes
1. Compilation & Analysis: Policy Development, Planning & Countryside Unit, Environmental Services, NYCC.
2. Ordnance Survey Map Data © Crown Copyright, North Yorkshire County Council, 100017946, (2005).
3. Source: Car ownership data from 2001 Census Key Statistics, © Crown Copyright, 2004.
4. Filename: \\accession\maps\tp\strategy\04_05\no car with hospitals WOR

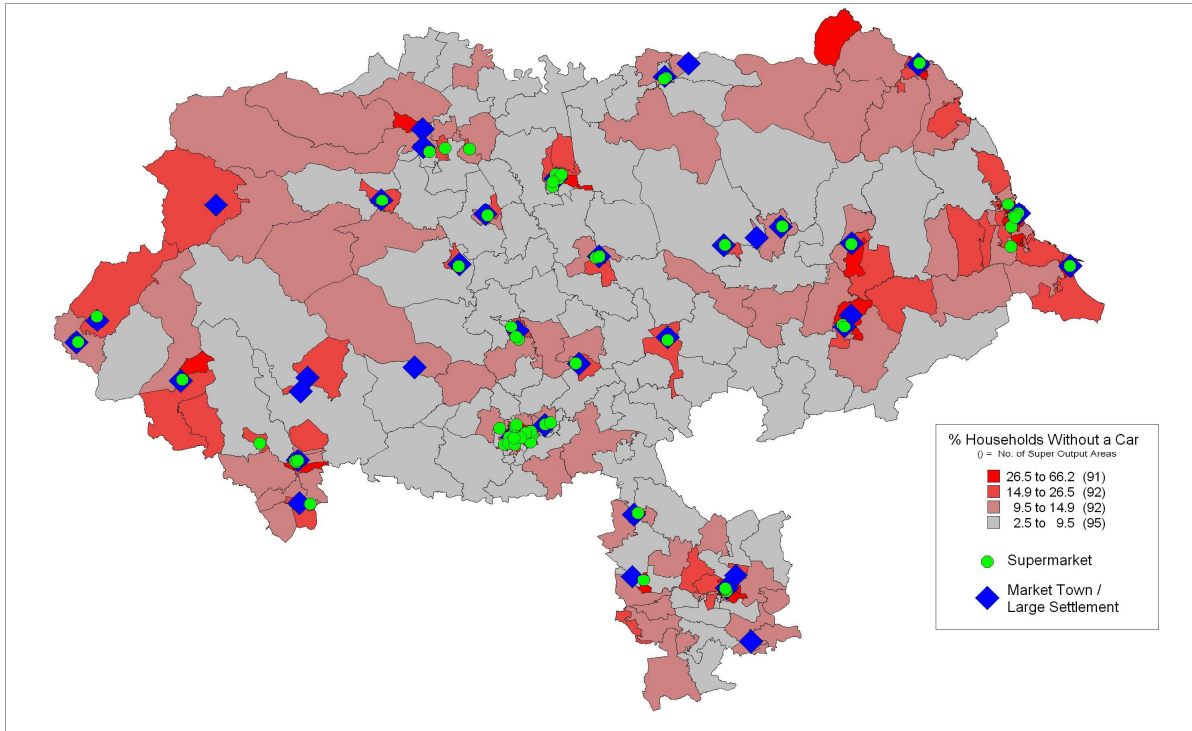
2.3.6 Food

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

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

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

Figure 2.7 - Car Ownership, Supermarkets & Main Towns

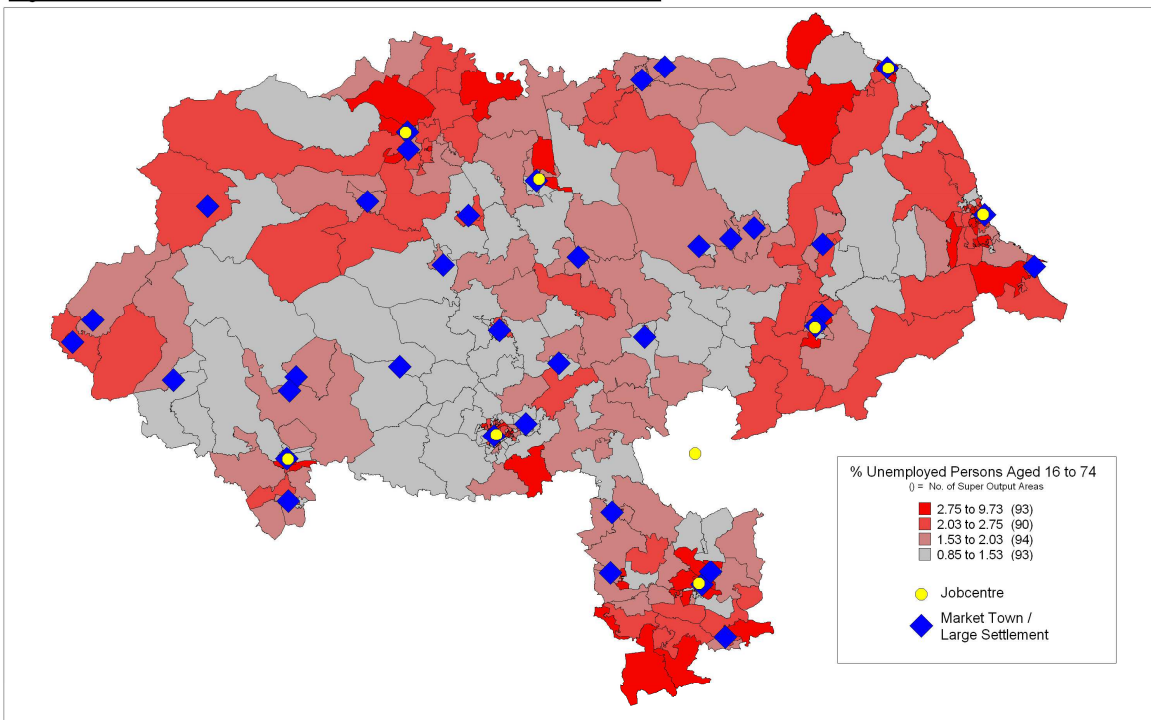


Notes
 1. Compilation & Analysis: Policy Development, Planning & Countryside Unit, Environmental Services; NYCC.
 2. Ordnance Survey Map Data. © Crown Copyright, North Yorkshire County Council, 100017946, (2005).
 3. Source: Car ownership data from 2001 Census Key Statistics. © Crown Copyright, 2004.
 4. Filename i:\accessionmaps\tp strategy 04_05\no car with shopping\WOR

2.3.7 Employment

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

Figure 2.8 - Jobseekers Allowance with Jobcentres & Main Towns



Notes
 1. Compilation & Analysis: Policy Development, Planning & Countryside Unit, Environmental Services; NYCC.
 2. Ordnance Survey Map Data. © Crown Copyright, North Yorkshire County Council, 100017946, (2005).
 3. Source: Unemployment data from 2001 Census Key Statistics. © Crown Copyright, 2004.
 4. Filename i:\accessionmaps\tp strategy 04_05\jobseekers with jobcentres\WOR

In most cases the concentrations of claimants are in or close to the main towns. Transport provision within these towns is generally good. It is therefore likely that these concentrations of claimants are not related to poor transport availability. There are however seven areas where there are significant concentrations of claimants. These are in the Harrogate, Scarborough, Filey, Whitby, Selby, Catterick / Richmond and Northallerton areas. The Council will work with other agencies to identify the root causes of these concentrations and where appropriate take action to address any transport related issues.

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

2.3.8 Leisure and Tourism

The leisure and tourism industry is one of the main employment sectors and economic drivers of North Yorkshire. In recognition of its importance to the County, access to Recreation has been included in the Accessibility assessment. This differs from the other services being considered in the need for access to recreation for non-residents of the County. It is likely that the forthcoming Regional Spatial Strategy (RSS) will also recognise the importance of Tourism to the economy of the region as a whole but especially to the rural areas.

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

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

The second main strand of the tourist industry centres on visits to the countryside. Although many of these visits are to the two National Parks other parts of the County also attract visitors. Improving access for countryside visitors is more difficult due to the dispersed nature of the visits which makes public transport provision a greater challenge both operationally and economically. However the size of this industry (with approximately 19 million visitor days per year just to the National Parks) makes it a vital consideration in the LTP 2.

2.4 Improving Accessibility

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

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

- 2.4.2 **Influencing the way in which the key services are delivered** – Whilst in the short term it is likely that people's access to the key services will be improved primarily through the provision of transport in the medium to long term the County Council aim to improve accessibility through better ways of delivering the key services. In most cases this means taking the services to the people rather than vice versa. This may either be by physically delivering services locally or by use of improve IT and Communications. This part of the approach requires partnership working between the County Council and the other providers of the key services
- 2.4.3 **Influencing future land use development** – Working in partnership with the Planning Authorities in North Yorkshire the County Council will seek to influence Local Development Frameworks and ad hoc planning applications to ensure that all new land use development (especially residential) take due account of the accessibility needs of the local population. This may be either at the micro scale (e.g. ensuring that the development is adequately served by public transport) or the macro scale (e.g. ensuring that there are suitable local retail and employment development to serve the local population). Whilst in the shorter term this part of the approach is unlikely to significantly improve accessibility in the medium to longer term it should reduce accessibility problems.

3. Objective 2 (Safety)

3.1 Objective

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

3.2 Background

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

Whilst the County Council has a well deserved reputation for its casualty reduction activities and has achieved reduction rates ahead of the average for Britain we need to ensure that future policies ensure that this good progress continues. In 2004 there were still 3516 people injured on the road network in North Yorkshire including 709 who were either killed or seriously injured. This is a problem that still needs action.

3.2.2 The County Council recognises that the challenging 2010 casualty reduction targets cannot be met by working in isolation and has led the formation of the 'York and North Yorkshire Road Safety Partnership'. This is a partnership of:

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

The partnership is producing a joint road safety strategy for the area covering the City of York and North Yorkshire (The York and North Yorkshire Road Safety Strategy). This will include full details of the County Council's approach to addressing road safety issues in North Yorkshire. It is envisaged that this strategy will be adopted by all partners by the summer of 2005 and forms an annex to the Local Transport Plan.

3.2.3 All partners are represented on the Road Safety Strategy Steering Group which currently meets on a bi-monthly basis whilst the strategy is being finalised. It is envisaged that the Steering Group will meet on a quarterly basis once the detailed strategy is adopted by all partners. The Road Safety Strategy is being produced by an Officer Working Group containing representatives from all of the various types of organisations that make up the partnership. The Officer Working Group will continue to meet regularly once the detailed

strategy is adopted in order to monitor progress against the casualty reduction targets and to ensure that progress is made on the items contained in the action plan.

3.3 Problems and Opportunities

The following analysis of casualty trends is drawn from the York and North Yorkshire Road Safety Strategy. This was developed during 2004 and the analysis is therefore based on casualty data up to and including 2003.

3.3.1 Because of its largely rural environment the type of crashes occurring on the County's roads differ in some respects from the national picture. They are often single vehicle, high-speed (not necessarily excessive speed) crashes resulting in serious injury. It is important to understand these differences in order to be able to consider appropriate remedial actions. The increasing number of visitors to the County, who may not be familiar with rural roads, may also be an important factor.

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

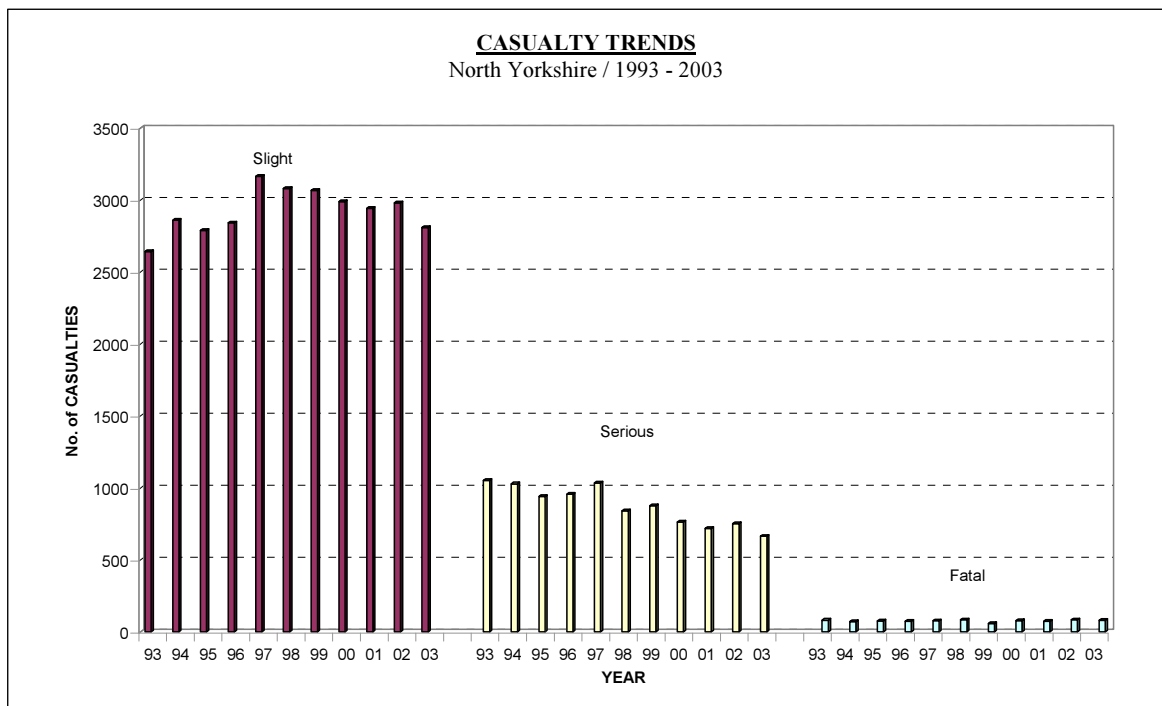


Figure 3.1 – Casualty Trends

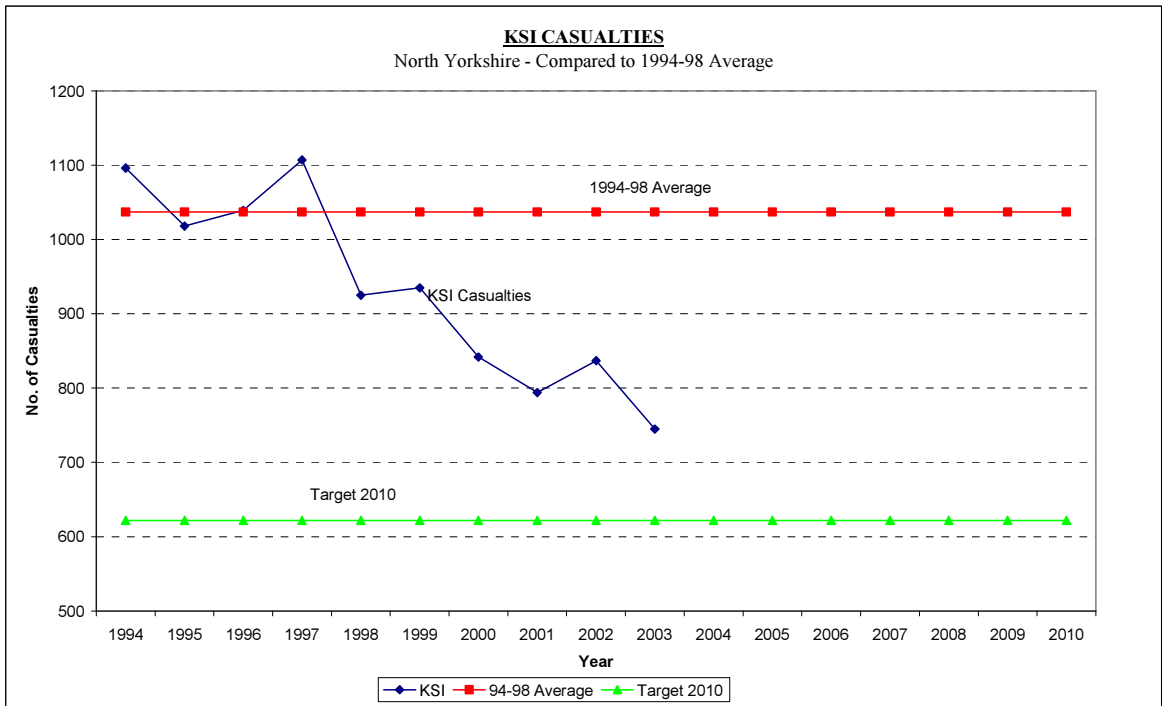


Figure 3.2 – KSI Casualties

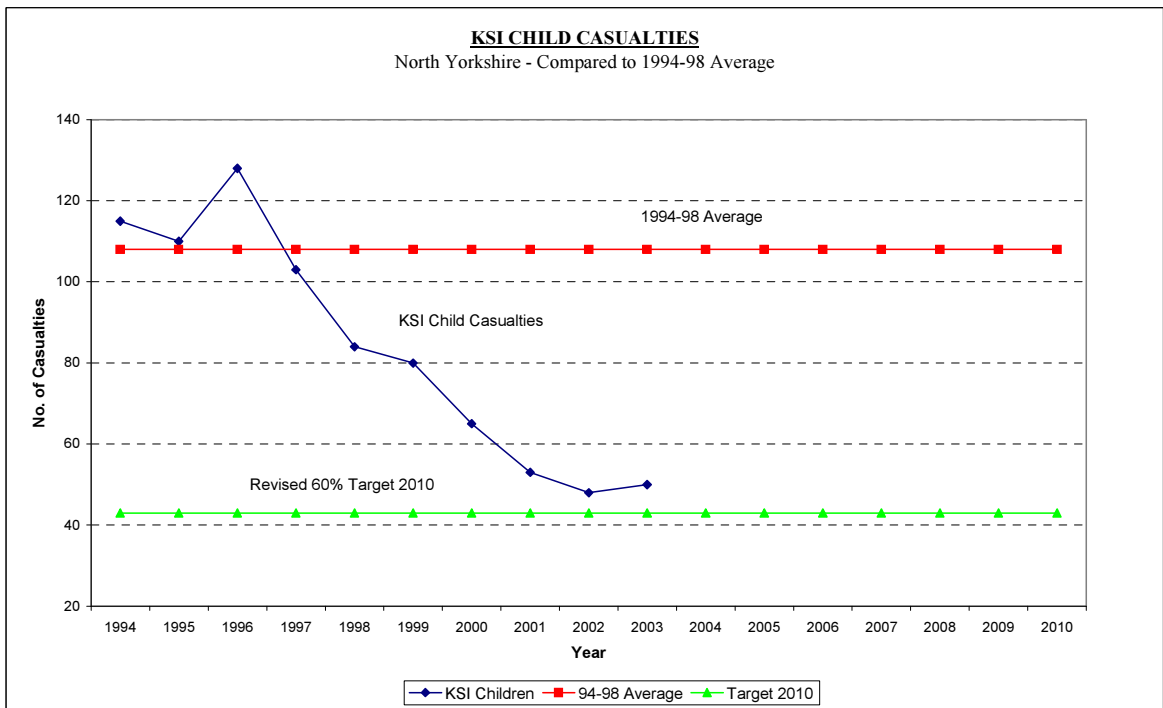


Figure 3.3 – KSI Child Casualties

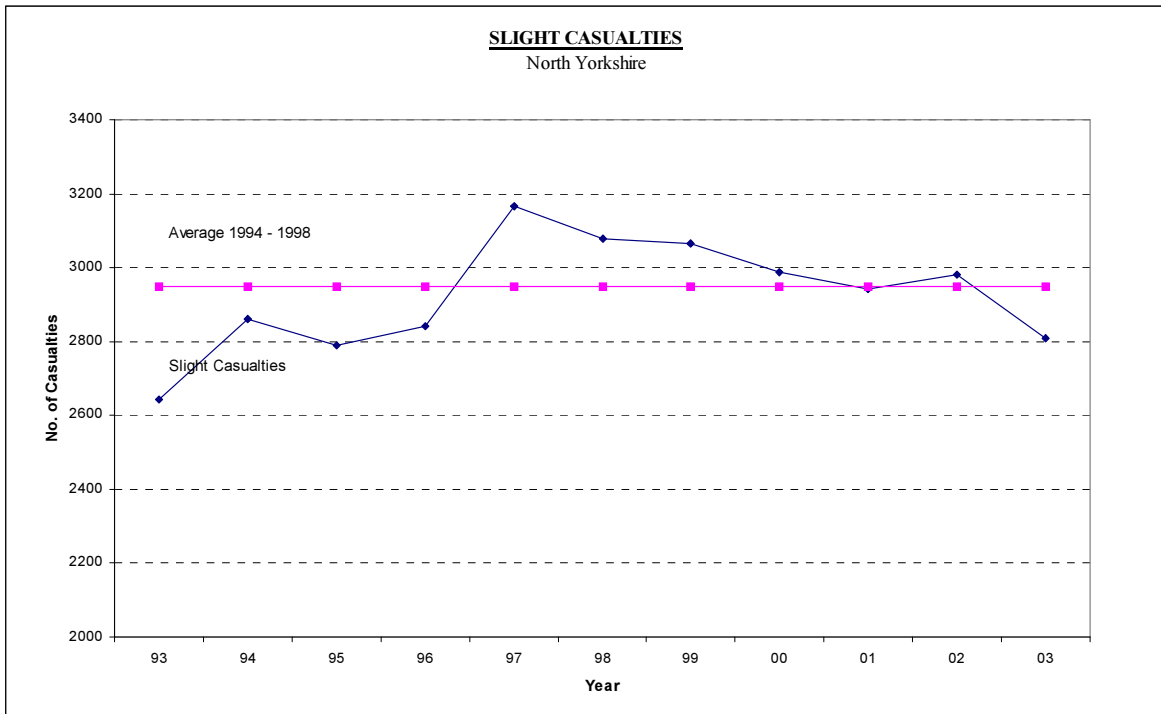


Figure 3.4 – Slight Casualties

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

The York & North Yorkshire Road Safety Strategy



“95 ALIVE” Action Plan 2005 to 2010

Terms of Reference

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

Action	Indicator	Term	Action	Indicator	Term
1. Design a model for interventions that requires systematic assessment and the following elements as appropriate, Enforcement, Speed management, Engineering, Education Training & Publicity, Evaluation, and Maintenance.	●	S,M,L	6. Fatal collisions: improve data recording and distribution (data sharing agreement)	●	M,L
			7. Communications Strategy		
			a. Provide consistent media messages, dispel misperception and highlight our successes	●	S,M,L
2. Create a package of measures to combat occupational road risk	●	S,M,L	b. A coordinated strategy to disseminate information and raise awareness	●	S,M,L
3. Target specific road user groups identified through dynamic accident analysis, currently these are: <ul style="list-style-type: none"> • Car occupants: Seat belt awareness and enforcement • Drivers: Child car seat training and enforcement • Powered two wheeler riders: Continue campaigns and investigate problems with 125cc or less • Socially deprived areas: (Investigation work required) 	●	S,M,L	c. Consider extreme publicity campaigns e.g. Collision Free Days	●	M,L
			d. Obtain a community perspective through the Citizens Panel etc	●	S,M,L
4. Continue with existing offender rehabilitation education programmes, consider expansion to cover speed awareness	●	M,L	8. Study the response of the Emergency Services to all injury collisions.	●	S
5. Selective use of Government Think! Campaigns, focus on one per month agreed regionally	●	S,M,L	9. Continue with existing Cyclist and Pedestrian training – provide evaluation	●	S,M,L

KEY: ● = High priority actions

● = Medium priority actions

● = Low priority actions

S (Short term actions) = 1 to 2 Years

M (Medium term actions) = 3 to 4 Years

L (Long term actions) = 5 Years plus

Analysis of casualty data identified a number of important trends in the occurrence of casualties. Brief details of these are given below. The Road Safety Strategy Action Plan includes a number of key actions related to these trends.

- 3.3.3 **Action 1 – Model for Interventions.** The “95 Alive” partners all recognise the importance of a holistic approach to interventions. With this in mind we have set ourselves the task of producing a standard model for all partners to use when considering interventions to ensure that maximum use is made of our combined strength. For example, it is anticipated that the model will help ensure a co-ordinated approach to any complementary education and enforcement activities when considering the introduction of a new safety engineering scheme. It may also help recognise the opportunities for other partners to assist in consultation processes to help “sell” the advantages of a scheme
- 3.3.4 **Action 2 - Occupational road risk -** Car occupant casualties’ account for the largest proportion of the County's road casualties. Figure 3.6 below shows the modal split of casualties in North Yorkshire. National research has shown that a significant amount of crashes involve motorists on work related activities. The recent changes to STATS 19 (the official records of road accidents) will help identify how much of a problem work related safety is in North Yorkshire over time. Significant inroads could be made into this problem if say, for example, the partners in the York and North Yorkshire Road Safety Partnership were to set an example and introduce Occupational Road Risk policies within their own respective organisations. The County Council has formed a corporate working group to further this issue.

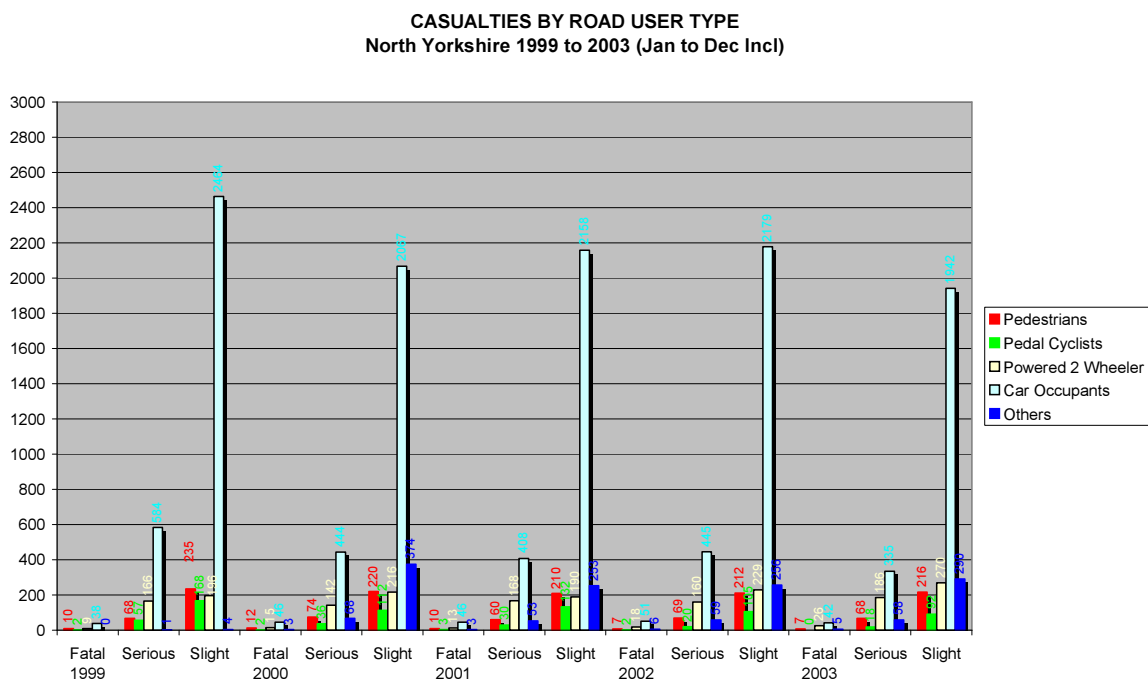


Figure 3.6 – Casualties by Road User Type

- 3.3.5 **Action 3 – Targeted Interventions -** Work carried out as part of LTP1 identified that there were relatively low rates of seat belt and child restraint use in cars. As stated above car occupants account for the majority of KSI casualties on the County's roads and the work carried out in partnership with North Yorkshire Police has shown that lack of seat belt / child restraint use is the third largest contributory factor in fatal accidents. Further analysis has shown that children aged between 0 and 4 are over represented in fatal accidents on the County's roads (see figure 3.7). Working in partnership with North Yorkshire Police we have carried out a programme of education and enforcement activities outside of schools.

We have also carried out public child car seat checks to try and address the ignorance shown by some parents when considering how to transport their children safely by car. We have trained officers from the Fire and Rescue Service to further increase our coverage of this issue and are planning to carry out further checks with the local Community Safety Partnerships. This revenue funded work will continue in 2005 as part of the County Council's Local Public Service Agreement (LPSA). Funding through the LTP is required if this activity is to continue and expand beyond the 2005/06 financial year when the current LPSA runs out.

YORK AND NORTH YORKSHIRE
FATALITIES BY AGE GROUP AND ROAD USER CATEGORY
1999 to 2003

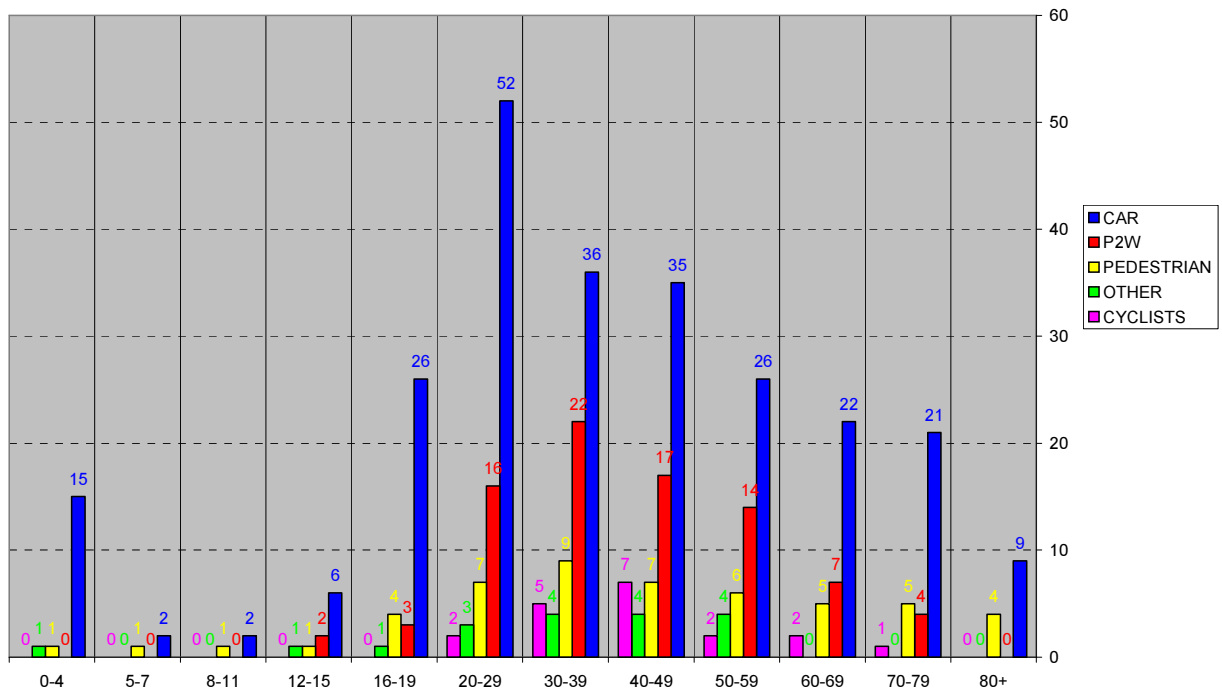


Figure 3.7 – Fatalities by Age Group and Road User Category

Motorcyclists account for a significant proportion of the total number of fatalities in North Yorkshire. (see figure 3.8) In 2003 there were a total of 745 killed or seriously injured (KSI) casualties representing a 28% reduction compared with the 1994-98 baseline average. However, this total concealed the largest number of motorcyclists killed (28) for about 15 years. Many of these crashes occurred on the rural road network involving leisure motorcyclists riding on what they regard as 'challenging' roads. Working in partnership with North Yorkshire Police a programme of targeted enforcement along these high-risk routes has been carried out during 2004. The number of motorcycle KSI's reduced by 30% compared with 2003 and the number of motorcycle fatalities has almost halved. This revenue funded work will continue in 2005 as part of the County Council's Local Public Service Agreement. Funding through the LTP is required if this activity is to continue beyond the 2005/06 financial year when the current LPSA runs out. We will also explore ways to use the detailed accident information from this exercise to help inform our engineering programme taking into account guidance in the National Motorcycle Strategy. We will continue to support North Yorkshire Police on the operation of the Bike Safe scheme recognising the need to combine education and enforcement activities. Motorcycle training in North Yorkshire is provided entirely by the private sector. The County Council will continue to publicise the availability of training and through revenue funded activity will support any initiative designed to support improved motorcycle safety.

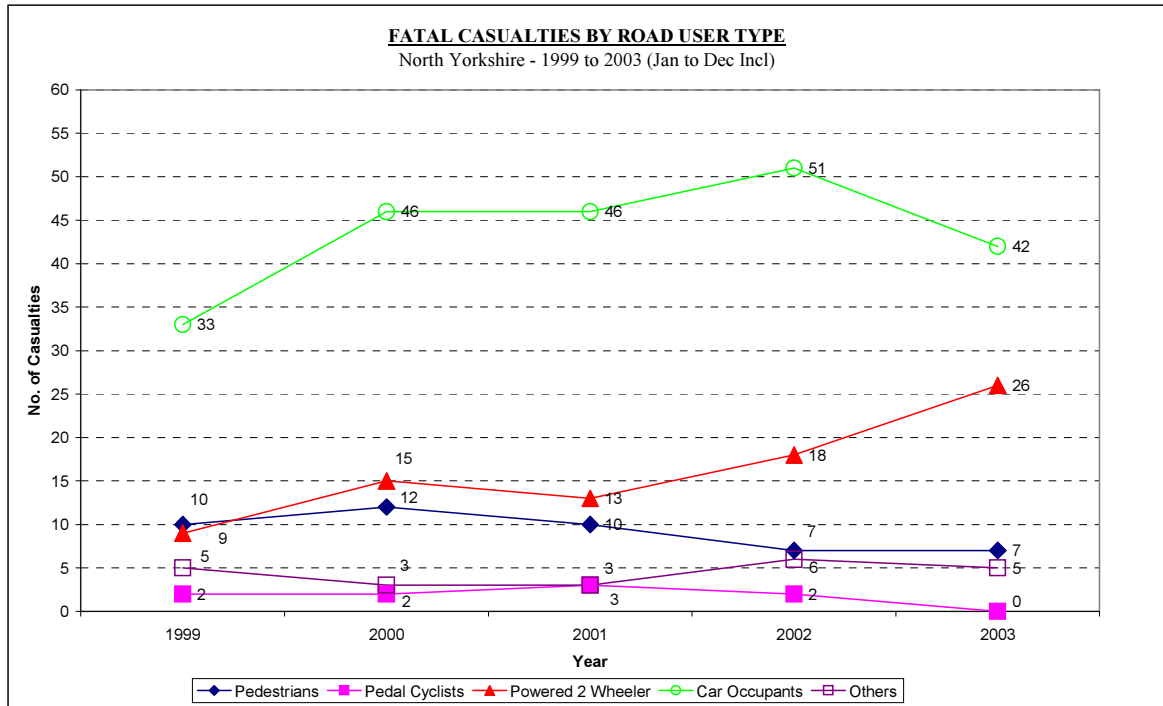


Figure 3.8 – Fatal Casualties by Road User Type

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

**CAR OCCUPANT CASUALTIES
1999 to 2003**

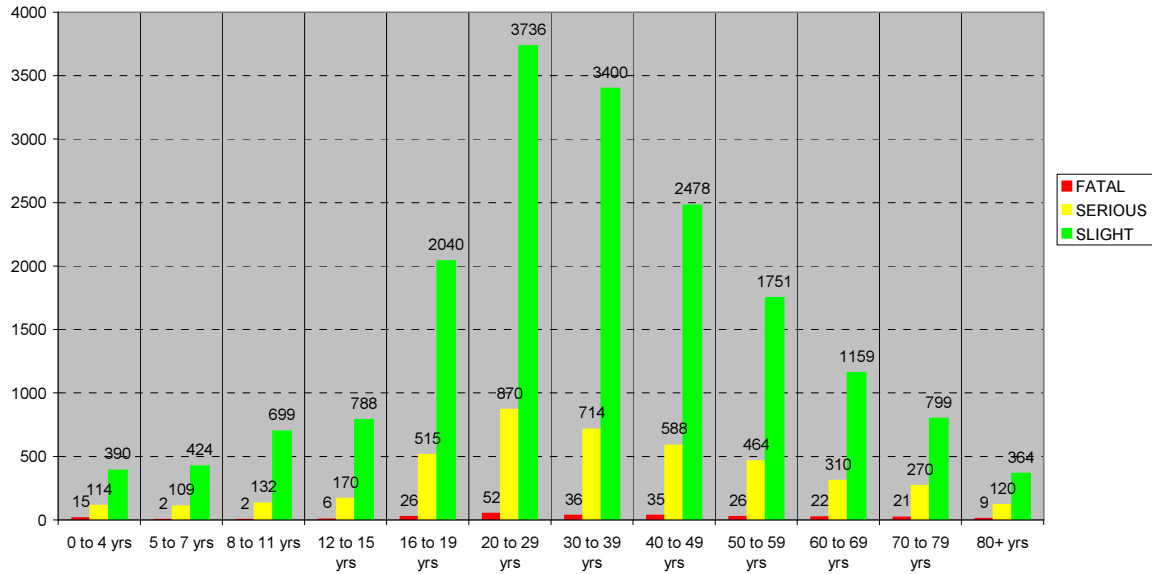


Figure 3.9 – Car Occupant Casualties

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

Of the 745 KSI casualties resulting from crashes on roads in North Yorkshire in 2003 153 (21%) were on the Trunk Road network. These roads are managed by the Highways Agency (HA) and do not fall within the remit of the County Councils' LTP 2. The HA, which has its own National Road Safety Plan, are also a partner in the York and North Yorkshire Road Safety Partnership. This partnership approach will ensure that there is a consistent approach to casualty reduction across the county regardless of who is responsible for managing the road.

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

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

such as motorcycle safety and seat belts. The “95 Alive” action plan contains an action to support the programme of focussed activities agreed at a regional level.

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

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

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

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

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

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

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

The road hierarchy will recognise the significant differences between urban and rural networks and it is therefore envisaged that it will be sub-divided into a system for rural

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

Route studies will play a key role in the County Council's response to the new approach to rural speed management recommended in the DfT's draft new speed limit guidelines. The approach recommends a more in-depth approach to accident analysis and the categorisation of roads into either upper or lower tier classifications depending upon their main function.

4. Objective 3 (Environment)

4.1 Objective

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

4.2 Background

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

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

4.3 Problems and Opportunities

Excluding the principal urban areas of Harrogate and Scarborough and a number of the other larger towns, North Yorkshire is typified by sparsely populated, low density settlements set in extensive areas of open countryside. It boasts amongst its assets, the Yorkshire Dales and North York Moors National Parks and 3 Areas of Outstanding Natural Beauty (Nidderdale, Howardian Hills and parts of the Forest of Bowland) and a Heritage Coast. Additionally the built and historic environment of North Yorkshire has an abundance of sites and locations of local, national, and international importance. It is this high quality environment in its widest sense that residents and visitors alike value and appreciate.

Insert figure 4.1

The very nature of this environment however presents both problems and opportunities.

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

The Draft Spatial Vision for the RSS also identifies the growing trend for long distance commuting from North Yorkshire to the nearby conurbations of West Yorkshire and Teesside and to York. This growth in outward commuting has two main influences. These are the lack of appropriate local employment opportunities for existing residents of North Yorkshire and the inward migration of more affluent residents relocating from the conurbations to the 'high quality' rural areas of North Yorkshire but retaining their employment in the conurbations. The main areas of North Yorkshire experiencing these

high levels of long distance commuting are the vales of York and Pickering (to both Teesside and York) and large areas of Craven, Harrogate and Selby District (to West Yorkshire and York). Additionally significant areas of the North York Moors National Park (to Teesside and York) and Yorkshire Dales National Park (to West Yorkshire) are subject to outward commuting. Further details are included in Congestion section of this document and in Chapter 5 of the Local Transport Plan 2006-2011.

In addition to inward migration of affluent commuters the 'high quality' of the North Yorkshire environment attracts significant numbers of visitors. For example in excess of 12 million visitor days per year are spent in the Yorkshire Dales National Park and over 8 million in the North York Moors National Park. Whilst the economic benefits of this tourism are substantial, the effects of traffic generated by this tourism are in themselves damaging to the attractiveness of the area. These damaging impacts are widespread in the rural areas of the County and include the visual intrusion of parked cars, traffic noise and localised air pollution. It is ironic that these problems tend to be greatest at the recognised 'beauty spots'. The impacts also tend to occur in rural locations which suffer from traffic congestion in the peak summer months. Further details of these locations are included in Section 5 (Congestion). However, tourists visiting these beauty spots often recognise the detrimental impact of traffic and are therefore more amenable to encouragement to adopt more environmentally friendly means of travel. There is therefore a need to balance the beneficial economic impact of tourism whilst minimising the adverse environmental impacts (i.e. to promote 'sustainable tourism' or 'tourism without traffic').

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

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

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

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

District	Location	Pollutant
Craven	None	
Hambleton	Friarage Street, Northallerton	NO2
Harrogate	Skipton Road, Harrogate	NO2 / PM10
	Skellgate, Ripon	NO2

	High Street, Knaresborough	NO2
Richmondshire	None	
Ryedale	Butcher Corner, Malton	NO2 / PM10
Scarborough	None	
Selby	Selby Town Centre (prior to opening of Selby Bypass)	NO2

Table 4.1 – Air Quality areas of concern

These areas of concern are often associated with localised pockets of traffic congestion. Further details of the congested areas are included in Section 5 (Congestion). The County Council as the lead transport authority for North Yorkshire will need to take measures to improve, or at least maintain, air quality at all these locations regardless of whether they are suffering from traffic congestion or not.

- 4.3.4 **Climate Change and Greenhouse Gases** - In addition to these local areas of concern pollution from transport makes a significant contribution to 'greenhouse gases'. Road Transport is estimated to produce approximately 20% of the total UK CO2 emissions. The Government have made a national commitment to reduce greenhouse gas emissions by 12.5% below 1990 levels by 2008-2012 and further to reduce the total current Carbon Dioxide emissions by 60% by 2050. Clearly transport in North Yorkshire needs to contribute towards these commitments. As indicated in section 10 of this document the County Council intend to adopt a strategy based around the main themes of demand management and encouraging modal shift in order to contribute towards the Objectives. This approach will reduce the need and demand for travel to access services. A reduced amount of travel will have a direct effect on CO2 emissions from vehicles. Additionally the strategy to encourage modal shift to away from private cars to more appropriate modes (e.g. walking and cycling for short trips, public transport for longer trips) will also reduce the volume of traffic on the roads and lead to a corresponding decrease in CO2 emissions. A recent innovation is that in April 2005 the Council were the first local authority to appoint a full time officer dedicated to Carbon Reduction. The Carbon Reduction Manager has a remit across all County Council functions and will therefore be playing a significant role in the implementation of transport related carbon reduction policies.

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

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

- 4.3.5 **Environmental Impacts of the LTS and LTP** - In addition to enhancing and maintaining the environment this objective aims to ensure that schemes and initiative implemented through the LTP 2 do not have an undue detrimental effect on either the natural or built environment. Inevitably the provision of transport infrastructure and services will have an environmental impact. These include for example the landscape impacts of new infrastructure, energy use and associated air pollution from service provision and the impact of quarrying for aggregates used for road construction and maintenance. This objective seeks to ensure an appropriate balance between these adverse environmental impacts and the benefits accrued from initiatives to address other LTP 2 Objectives.

To ensure that in areas of special environmental quality (e.g. National Parks, Areas of Outstanding Natural Beauty, conservation areas etc.) the provision and maintenance of transport infrastructure is carried out in a manner and using materials that are sensitive to the nature of the environment, the Council has commenced development of a design

guide. This is being developed in partnership with the National Parks, AONB's and other bodies and will set out protocols for working in these environmentally sensitive areas.

A requirement of European Directive 2001/42/EC is that all capital investment plans, including LTP 2s, are subject to a Strategic Environmental Assessment (SEA). An SEA has therefore been carried out on the LTP 2 (2006-2011) including the Local Transport Strategy. An Environmental Report on this assessment is available on request with the Environmental Statement being included as an Annex to the LTP 2. This SEA Statement sets out in greater detail the environmental benefits and dis-benefits arising from the LTP 2. The strategy adopted for the Local Transport Strategy and Local Transport Plan has been informed by the SEA. Further details of the SEA and its influence of the LTS are set out in section 10.1.

4.4 Managing the Environmental Impact of Transport

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

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

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

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

5. Objective 4 (Congestion)

5.1 Objective

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

5.2 Background

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

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

Congestion in North Yorkshire tends to be concentrated in small areas and often only at certain times of the day. It is however important that these pockets of urban congestion and areas of rural congestion arising from tourism hot spots are addressed by the LTP 2.

Additionally we need to look to the future. North Yorkshire is an essentially rural area. The Countryside Agency in its 'State of The Countryside 2004' report identifies that 'minor rural roads have experienced the greatest increase in traffic, at double the average for all roads in England'. This is a trend which is expected to continue'. It is therefore important that LTP 2 policies ensure that congestion does not become widespread in North Yorkshire.

5.3 Problems and Opportunities

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

Urban Congestion

- 5.3.1 Harrogate and its close neighbour, Knaresborough form the largest urban area in North Yorkshire. The volume of traffic wishing to access the area leads to traffic queues throughout the day both on the town centre roads and on major radials leading into the towns. The approximate extent of normal peak hour congestion is show on Figure 5.1. Additionally, Harrogate Borough Council has identified an urban extension to Harrogate as one option for growth being considered for possible inclusion in the Local Development Framework. Such an urban extension would inevitably lead to increased demand for travel and consequent increased pressures on the highway network. A particular transport issue in the area is the high numbers of professional workers who commute into Leeds. This leads to peak hour traffic problems on the southern radials of the town. It is therefore crucial that the LTP 2 adopt policies for the continued restraint of traffic growth in the urban area.

Insert figure 5.1

- 5.3.2 Scarborough is the second largest urban area in North Yorkshire. Total volumes of traffic in Scarborough are smaller than in Harrogate. However the seasonal nature of this traffic and the layout of the highway network can lead to areas of traffic congestion. Scarborough is a major holiday destination. Traffic flows on the main access roads to the town and in the

town centre can increase by up to 50% above the AADT (Annual Average Daily Traffic) in the summer months. The approximate extent of summer peak hour congestion is shown on Figure 5.1. The summer influx of visitors does not however indicate a prosperous economy. Unemployment levels in some wards in Scarborough are approaching 8% (7.7% - Castle Ward - 2001 census) compared to the national rate of 3.4%. The Scarborough Borough Community Strategy and Regional Economic Strategy therefore identifies a need for significant economic growth in Scarborough over the next few years. This includes the development of both new and improved tourist attractions and developing a wider economic base by encouraging the opening of new manufacturing and office businesses. The Local Transport Strategy will therefore support this aspiration whilst recognising the need to ensure that problems of traffic congestion are addressed and that growth does not exacerbate these problems.

Insert fig 5.2

- 5.3.3 Selby lies at the confluence of three trunk roads (the A19, the A63 and the A1041) and there is a need for this trunk road traffic to cross one bridge over the River Ouse and negotiate the Selby's main shopping street resulting in significant delays to both long distance and local traffic and associated adverse effects on the local environment. In 2004 the Highways Agency opened the A63 Selby Bypass (see figure 5.3). This provided a second crossing of the River Ouse and removed the majority of through traffic from Selby town centre. The challenge for the LTP 2 period, and beyond, is to ensure that the environmental benefits of the bypass are not negated by growth in local traffic. This challenge needs to be set against a background of a weak local economy following the closure of the Selby Coalfield and developing plans for significant local regeneration.

Insert fig 5.3

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

i) Butcher Corner, Malton / Norton – Congestion resulting from all traffic between the two communities needing to negotiate one of only two river crossings, a railway level crossing and a constrained traffic signal controlled junction in the historic town centre. The approximate area affected is shown on figure 5.4

Insert fig 5.4

ii) A6068 Skipton Road, Crosshills – Traffic congestion on the A6068 and adjacent A629 (T) caused by a railway level crossing which is closed to traffic for up to 40 minutes of the peak hour. The location of the crossing is shown on figure 5.5. Further details of a possible major scheme to address this issue are included in Chapter 11 of the Local Transport Plan.

Insert fig 5.5

iii) Skellgate and Skellgarths area of Ripon town centre – Congestion resulting from high volumes of modern traffic negotiating narrow historic streets and traffic signal junctions (see figure 5.6).

Insert fig 5.6

iv) A167 North End / Darlington Road, Northallerton – Congestion resulting from regular closure of a level crossing on the Northallerton to Middlesbrough railway (See figure 5.7).

Planned increases of the use of this line will exacerbate traffic congestion. Further details of a possible major scheme to address this issue are included in Chapter 11 of the Local Transport Plan.

Insert fig 5.7

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

Rural Congestion

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

Much of the rural congestion is seasonal and linked to tourist traffic. Visitor surveys have identified that the greatest perceived threat to the special attractions of the two National Parks in North Yorkshire is traffic. Ironically the visitors themselves generate much of this traffic. The LTP 2 will therefore include strategies which will contribute towards the continued growth of tourism in North Yorkshire, and reaping its associated economic benefits, whilst minimising the volume and impact of traffic. Examples of some of the locations where visitor traffic is currently a concern are listed below. It is likely that further areas will be identified during the development of the Service Centre Transportation Strategies (see Chapter 4 of the LTP)

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

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

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

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

v) Pickering – The town of Pickering lies at the junction of the A169 and A170 both of which are major holiday routes providing access to the Flamingoland, the East Coast the North York Moors and the North York Moors Railway. During the summer months the large volumes of visitor traffic passing through and stopping in Pickering leads to congestion at traffic signals on the A170 and at the roundabout junction of the a169 / A170. This is especially severe at weekend and Bank Holidays.

- 5.3.6 In addition to tourist related congestion hot spots the size of the agricultural economy leads to significant numbers of agricultural vehicles on the counties roads. These, often slow moving, vehicles cause delays to other traffic and lead to reduced journey time reliability. Improved management of agricultural vehicles, working in partnership with the industry, should reduce their impact.

Inter-Urban Congestion

- 5.3.8 Most of the congestion issues discussed above are related to traffic that is internal to North Yorkshire. As previously mentioned there are also significant levels of cross boundary commuting from and to North Yorkshire. For example it is estimated that over 27000 people commute to work daily from North Yorkshire into West Yorkshire, over 9000 to Teesside and over 6000 to York. (2001 Census) This includes almost 30% of the total workforce of Selby and almost 20% of the workforce of Craven Districts. Additionally, a smaller though still significant number of people commute from West Yorkshire, Teesside and York into North Yorkshire. Approximately 14500 commute from West Yorkshire into North Yorkshire, 6500 from Teesside and 6500 from York.

This commuting results in the potential for local congestion during the peak hours. Whilst this is not currently a significant problem within North Yorkshire the main roads leading to York (A19 from Thirsk, A19 from Selby, A59 from Harrogate), Leeds (A61 from Harrogate, A63 from Selby, A64 from York) and Bradford (A629 from Skipton, A658 from Harrogate) are approaching capacity during peak hours. This commuting traffic also makes a significant contribution to congestion in West Yorkshire, York and Teesside. Any significant increase in commuting traffic in the peak hours could therefore lead to significant congestion on these roads. The County Council will therefore continue to work with partners and adjacent authorities to address these issues based on the broad themes discussed in 5.4 below. Further details of the issues and strategy are included in Chapter 5 of the Local Transport Plan 2006-20011.

Temporary Congestion

- 5.3.9 All the above congestion issues can be exacerbated by the temporary disruption of the highway network by road and street works. In order to minimise the impact of street works on these and other areas (and in compliance with the Network Management Duty of the Traffic Management Act 2004) the County Council in conjunction with 12 other north of England local authorities have developed a Network Management Plan to minimise unnecessary disruption caused by poorly planned works. Further details of this Plan are included in Chapter 7 of the Local Transport Plan.

5.4 Reducing Congestion

The Council's approach to reducing congestion in both urban and rural areas is similar. This is based on three broad themes:

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

Encouraging modal shift – Inappropriate car use often leads to large volumes of traffic on the roads. By encouraging people to choose more appropriate modes of transport (walking and cycling for shorter trips, public transport for longer trips) the volume of traffic and its environmental impacts can be reduced. A key element in encouraging modal shift, especially in urban areas, is the provision of more and better bus services. The Council's

Bus Strategy for the period 2006 to 2011 is included as an Annex to the Local Transport Plan.

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

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

Short / Medium Term

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

Medium / Long term

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

6. Objective 5 (Quality of Life)

6.1 Objective

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

6.2 Background

The Government have identified that in addition to the four Shared Priorities there are a number of other 'Quality of Life Issues' that can be addressed by LTP 2 measures. These are listed below:

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

Three of the Government's 'Quality of Life' issues (landscape and biodiversity, noise and climate change and greenhouse gases) are addressed by the Objective 3 (Environment) of this strategy. The other issues are closely linked to the building of sustainable communities. This concept of sustainable communities is at the heart of the North Yorkshire Community Strategy, the North Yorkshire County Council Plan and in the Government's guidance on producing LTP 2s.

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

6.3 Problems and Opportunities

6.3.1 **Quality of public space and better streetscapes** – A large proportion of public space, especially in urban areas, is highway land. As discussed in Section 5 (Environment) much of the built environment in North Yorkshire is of a high quality and historic nature. The needs of modern transport (large volumes of traffic and large vehicles) are often in direct conflict with historic street patterns. In the past therefore streetscape considerations have often been secondary to catering for the needs of vehicles. This conflict manifests itself in two main ways.

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

Ripon city centre
Malton town centre
Pateley Bridge

Skipton (parts of the town centre)
Hawes (High Street)
Glusburn (Main Street)
Whitby town centre
Settle town centre
Knaresborough (High Street)
Tadcaster town centre
Pickering

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

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

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

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

- 6.3.4 **Community safety, personal security and crime** – Whilst crime rates in North Yorkshire are less than the national average the fear of crime, real or perceived, is still a major influence on peoples travel choices. A significant proportion of the population of North Yorkshire is over the age of 60 (almost 25%). Experience shows that older people tend to be more susceptible to the fear of crime. The County Council therefore needs to ensure that all transport provision takes due account of crime and disorder issues for all, but with special reference to the needs of vulnerable people such as the elderly. Furthermore, working with the police and planning authorities, the County Council must seek to influence the design of new development to take into regard these issues and hence remove one of the main barriers to people choosing sustainable modes of transport.
- 6.3.5 **Healthy communities** – Lack of physical activity amongst all age groups is a significant factor in poor health. Transport can contribute to people's exercise requirements. However, there is a trend nationally, and in North Yorkshire for increased private car use and decreasing levels of pedestrian and cycling activity. Whilst the large, sparsely populated nature of the county means that walking or cycling is not a suitable means for making many trips there are still gains to be made. Limiting, or even reversing the trend towards

increased car use, especially for school transport, will contribute towards improved health. The County Council can influence this trend through both the provision of improved facilities for walking and cycling and through Travel Awareness campaigns promoting active transport.

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

Of particular concern to the County Council are the proposed housing allocations for the RSS. In consultation on housing allocations for the next RSS the Regional Assembly have set out three possible scenarios for house building rates in North Yorkshire Districts. Each of these scenarios represents building rates significantly below existing. It is clear that this reduction could have serious implications for the long term development of the County. With these rates there will be little or no scope to provide for any growth in the main service centres in the County. Such housing development will be necessary if the larger service centres are to maintain their role as service and employment centres for the surrounding rural areas. The Council are therefore working with the District Councils and Regional Assembly to try and establish local building rates based on local needs and the need to maintain and establish sustainable communities.

An equally important issue in many parts of North Yorkshire, especially the National Parks is the impact of Holiday homes and long distance commuters on local house prices. Improved transport provision, whilst benefiting local communities, can also increase the opportunities and attractiveness of a village to commuters. This has the effect of increasing local house prices beyond the reach of 'local' people. This is not just an issue in the National Parks. Improved long distance rail services (particularly) on the East Coast mainline have resulted in increased property values as daily and weekly commuters from Leeds and even London relocate. The proposed build rates set out in the consultation for the RSS could lead to difficulties in providing sufficient affordable housing for local people and therefore could impact on the sustainability of local communities.

7. Objective 6 (Economy)

7.1 Objective

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

7.2 Background

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

The Regional Economic Strategy (RES) 2003-2012 identifies six key objectives. These are summarised as:

- 1) Grow the region's businesses
- 2) Higher business birth rates
- 3) More private and public investment
- 4) Improving education learning and skills
- 5) Connecting communities to economic opportunity
- 6) Enhanced infrastructure and environment

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

The LTS can assist in 'connecting communities to economic opportunity' both in the traditional sense of moving people to employment (providing transport services) and in the wider sense of helping to provide an environment suitable for local economic growth. This links closely with Objective 6 of the RES which recognises the importance of transport infrastructure to local economies.

7.3 Problems and Opportunities

The RES recognises the diversity of the region and does not take a 'one size fits all' approach to economic development, seeking different degrees of change in different parts of the region. It incorporates a sub regional action plan for York and North Yorkshire. The key strategic objectives of this action plan are 'to develop the opportunities in the York economy to act as a regional and sub-regional economic driver, to build a new economic base in the Selby, coastal and rural areas and to encourage the start up and growth of high value added businesses.

Additional economic influences on parts of North Yorkshire are the effects of the proposed growth of the economy of Leeds and West Yorkshire.

Further details of each of these issues are included below.

7.3.1 To build an new economic base in Selby

The closure of the Selby Coalfield and the loss of 2700 mining and related jobs in 2003/4 had a severe impact on the local economy. Whilst only 38.6% of the mining and related jobs lost were residents of North Yorkshire the indirect impact was equally severe. The RES identifies the need to replace the economic base in Selby. The Local Transport Strategy must support this objective both by utilising the good road and rail links in the Selby area and through appropriate improvements to the transport infrastructure and

services. Bids for the development of Burn airfield (either for the European Spallation Source project or other employment development) will be supported with necessary improvements to the A19 (including Burn Bypass).

7.3.2 To build a new economic base in the coastal areas

Coastal towns (such as Scarborough and Whitby) face significant economic and social disadvantage both through declining traditional industries and poor communications links. The County Council must play a role in the partnerships aimed at reversing this long term structural decline. As with the Selby area the role of transport is primarily to support other economic initiatives and ensure that the problems of the geographical isolation of these communities are offset by good communications links (both local and strategic). In particular Scarborough is one of six towns in the region engaged in a pilot phase of a regional Urban Renaissance project. Addressing transport issues is an essential element of this project. The County Council are concerned that the reduced house building rates proposed for the next Regional Spatial Strategy (see section 6.3 above) will seriously restrict the potential for growth of these coastal communities. In particular it is estimated by Scarborough Borough Council that in order for Scarborough to achieve the 'critical mass required for a sustainable settlement to act as a sub – regional service centre for the North Yorkshire coast' a housing growth rate of 'initially a minimum of 420 dwellings per year for the Borough rising to a potential 620-770 dwellings per year' is required. This is significantly higher than the maximum rate of 320 dwellings per year for the Borough proposed in the consultation for the RSS. Clearly therefore the County Council will need to support the Borough Council to seek a consistency between the aims of the RES and the proposals for the RSS.

7.3.3 To build a new economic base in the rural areas

The Foot and Mouth epidemic in 2001 highlighted the fragility of rural economies. The decline in traditional industries, including agriculture, has led to a need to establish a more diverse and sustainable economic base. The RES identifies 'market towns as the drivers of this rural renaissance'. Many of the market towns in north Yorkshire have already been involved in the Yorkshire Forward led 'Market Towns Initiative' and subsequent 'Renaissance Market Towns Initiative'. This concept is also included in the developing Regional Spatial Strategy with its classification of towns as Regional, Sub regional or Local Service Centres. The concept of Towns as Local Service Centres for both the town and its rural hinterlands has been adopted by the County Council and will form the mainstay of the identification of transport related issues and solutions in LTP 2. These similar approaches to both economic regeneration and transport related provision should allow close integration of the two disciplines. As with the coastal areas there is an inconsistency between the economic development aims of the RES and the low proposed house building rates for the RSS. The County Council will therefore continue to work with the District Councils and the Regional Assembly to ensure that house building rates are sufficient to allow the development of sustainable local service centres in the rural areas of the County. However the developing RSS is likely to recognise the importance of tourism to the economic base of rural areas. As such it will support the County Councils Transport and Sustainable Tourism Guidelines (see Annex J of the Local Transport Plan) whose primary aim is to promote tourism without traffic.

7.3.4 To develop the Leeds and York economy

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

- Increased commuting and its associated congestion and environmental effects.
- Growth in commuter dominated rural communities in North Yorkshire.
- Potential for relocation of local businesses from North Yorkshire to Leeds and York.

- Reduce accessibility to employment for parts of North Yorkshire resulting from a concentration of jobs in these cities.

For example the RES identifies that an estimated 31000 jobs will be created in Leeds by 2012 and that they will 'not all be filled by residents of Leeds'. Clearly inward commuting is expected to increase, a significant proportion of which is likely to be from North Yorkshire.

The County Council must therefore seek to balance the benefits of this economic growth with the potential dis-benefits to the environment and economy of North Yorkshire. The principle of boosting the economies of Leeds and York to become the main economic focuses for the region is also proposed for the developing RSS and is included in The Northern Way. It is important however that the RSS must recognise that urban regeneration and development and the concentration on the City Regions should not detract from the needs of other smaller communities in North Yorkshire where economic growth and regeneration is also required.

- 7.3.5 The Sub-Regional Action Plan described above is likely to be replaced and updated in late 2005 by a Sub Regional Investment Plan (SRIPs) prepared by the York and North Yorkshire Partnership Unit (which includes Yorkshire Forward) it will set clear economic priorities and will commission specific projects to address these priorities. The LTS will be amended as appropriate following publication of the Investment Plan.

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

8. Objective 7 (Efficiency)

8.1 Objective

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

8.2 Background

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

Economic Efficiency: This includes the need to achieve the most efficient use of funding available for transport related schemes and projects, thereby demonstrating Value For Money. This includes through value engineering and innovative procurement procedures as set out in the Gershon review.

Transport Efficiency: Whilst traditionally transport efficiency would primarily be concerned with the need to make the best use of the existing transport services, networks and infrastructure it should also take a wider view and consider alternative means of providing services to people that reduces their need to travel.

Resource Efficiency: It is recognised that maintaining and improving the transport infrastructure and services does involve the use of limited natural resources. In line with the concepts of 'value for money' and environmental conservation this objective requires the County Council to ensure appropriate and efficient use of these limited resources in achieving the transport aims and objectives. This element of efficiency particularly supports one of the main aims of the County Council's Sustainable Development Policy namely the 'prudent use of natural resources'.

8.3 Problems and Opportunities

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

- Maximising the amount of funding available – Ensuring that all sources of funding for transport schemes and initiatives are fully utilised. This relates to LTP 2 Capital Block allocations, County Council revenue funding streams and any available third party and partnership funding. Whilst securing any funding is very competitive, opportunities do exist. In addition to County Council funding for transport some of the other important funding opportunities are listed below:

Developer contributions (section 106 and 278)

Lottery funding

Rural bus challenge

Contributions from Parish / District Council's

Coalfields regeneration

European funding

Transport Innovations Fund

Future Builders

- Option generation – Ensuring that only initiatives which contribute towards LTS Objectives are proposed and that an appropriate balance between scheme cost and the level of contribution towards these LTS Objectives is reached. There is also a need to ensure that all reasonable options are considered and where appropriate ‘gold plated’ schemes are avoided (e.g. if a cheaper scheme can solve 90% of the problem for 50% of the cost the remaining money can be better used elsewhere). This principle applies to both the maintenance of existing infrastructure (including roads) and to new infrastructure and initiatives. Details of the option generation systems to be used for LTP 2 initiatives are included in Chapter 4 of the LTP 2.
- Scheme / initiative prioritisation – Ensuring that the schemes and initiatives which make the biggest contribution towards the LTS Objectives are given the highest priority. This prioritisation system needs to ensure that for all schemes and initiatives primarily aimed at one objective (e.g. Safety) any secondary contribution or adverse impact on other Objectives (e.g. Quality of Life) is fully taken into account. As with option generation this system also needs to be applied to maintenance schemes. Details of the scheme prioritisation system to be used for assessing LTP 2 initiatives are included in Chapter 6 of the LTP 2.

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

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

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

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

In many cases better management and maintenance of the transport infrastructure can improve the efficiency of the network and often represents a better value for money solution to transport issues than the provision of new infrastructure. In value for money terms the maintenance of the asset needs to be to a frequency and standard appropriate to the type and level of its use. Similarly, the appropriate management of users (e.g. ensuring heavy goods vehicles use the Trunk and Primary road network wherever possible, discouraging rat running through residential areas, reallocation of road space for pedestrians, cyclists and public transport) can make a good value for money contribution towards the other objectives of LTP 2.

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

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

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

9. Wider Policy Context

9.1 Introduction

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

The Aims and Objectives of the North Yorkshire LTP 2 are not therefore primarily about the delivery of transport but are drawn from the wider planning and policy framework and set local transport in the context of being a means of delivering wider plans and aspirations. Figure 9.1 below illustrates how the Local Transport Strategy and Local Transport Plan contributes towards key Land Use themes and seeks to deliver direct impacts and outcomes.

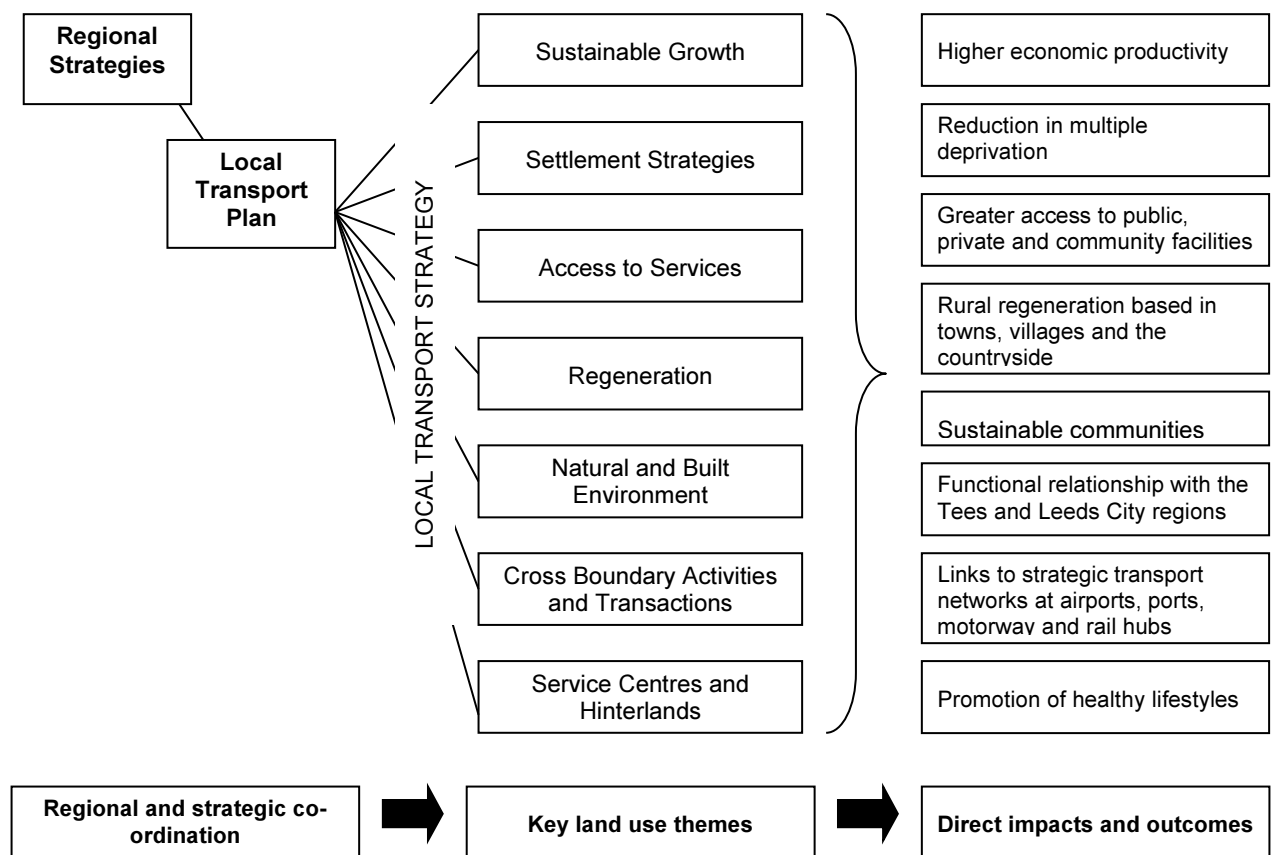
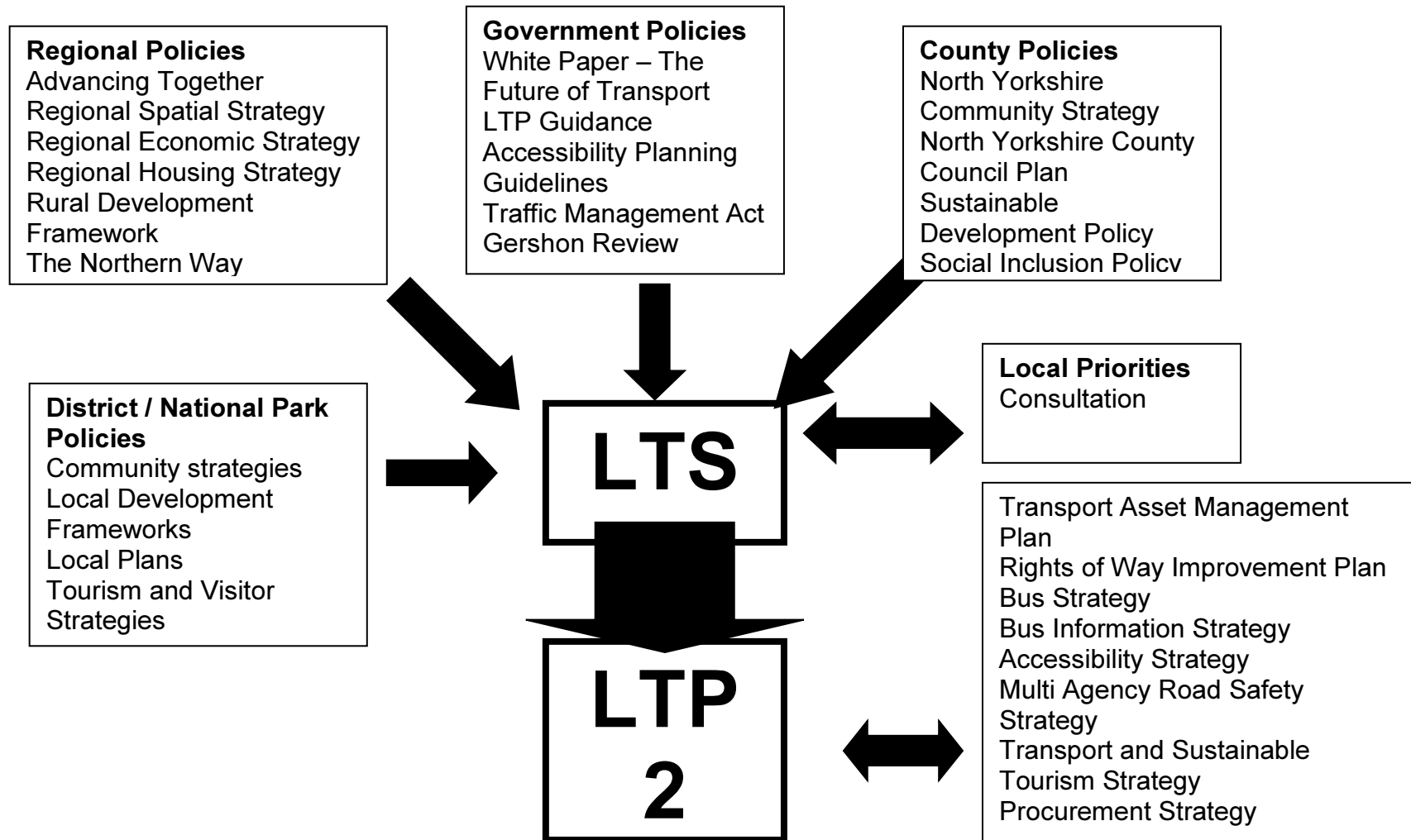


Figure 9.1

To ensure that the LTP 2 is joined up with this wider planning and policy framework a number of other documents have been researched. Figure 9.2 below shows how different national, regional and local priorities have been incorporated into the LTP 2.



Each of the above policy documents or priorities has provided the context for both the aims and objectives of the Local Transport Strategy and therefore its 5 year delivery plan, the LTP 2.

Figure 9.2 – Local Transport Strategy Background Documents

9.2 Government Policies

The key documents relating to the Government's policies on transport are the July 2004 transport white paper 'The Future of Transport – a network for 2030' and the Full Guidance of Local Transport Plans - Second Edition. Together these documents set the national context for transport and how this must influence local transport through LTP 2.

9.2.1 The Future of Transport - a network for 2030

The Government white paper sets out the 'three central themes' of the strategy for the next 20 to 30 years. These are:

- Sustained investment – to deliver sustained improvements to the Transport network.
- Improvements in transport management – to get better value from public spending on the road and rail networks.
- Planning ahead – to address long term trends in travel without building our way out of the problem.

The North Yorkshire LTP 2 and its associated Local Transport Strategy embraces these central themes and seeks to make a local contribution to the national strategy.

9.2.2 Full Guidance on Local Transport Plans

Within the LTP 2 Guidance the government identify the four main Shared Priorities for Transport' namely, Tackling Congestion, Delivering Accessibility, Safer Roads and Better Air Quality. These shared priorities are encompassed in Objectives 1 to 4 of the North Yorkshire LTP 2.

9.3 Regional Policies

The LTS / LTP both reflects and forms part of the County Council's comprehensive, strategic approach to the future development of North Yorkshire. As such it is important that the transport strategy, policies and proposals in the LTS and LTP are integrated with the regional strategies being developed for Yorkshire and the Humber and local policies which are currently being prepared in Local Development Frameworks for the detailed development of the county.

It is important that these various strategies and plans complement each other. For the LTS and LTP the links between them and emerging regional policy are vital if it is to contribute to the delivery of the Yorkshire and Humber Assembly's vision – 'Advancing Together'. This vision will be given further expression through three strategies which are currently being reviewed – the Regional Spatial Strategy (RSS), which will include the Regional Transport Strategy (RTS), the Regional Economic Strategy (RES) and the Regional Housing Strategy (RHS). There are however, significant differences between the timetable for the submission of LTP2 to the Government in July 2005 and the submission of RSS and RES towards the end of the year. Nevertheless, the County Council has been working in close partnership with the Assembly and Yorkshire Forward in the development of regional policy and has made every effort to ensure that LTP2 reflects the emerging regional strategies.

9.3.1 Advancing Together

Advancing Together is the vision and strategic framework for Yorkshire and the Humber. Jointly prepared by Yorkshire and the Humber Assembly, Yorkshire Forward and GOYH it brings together a number of regional strategies including the Regional Spatial Strategy and Regional Economic Strategies.

9.3.2 The Regional Spatial Strategies (RSS)

The Regional Spatial Strategy (RSS) for Yorkshire and the Humber is currently being developed by the Yorkshire and Humber Assembly. It is programmed for completion by the end of 2006. The RSS replaces Regional Planning Guidance and the Regional Transport Strategy and is the spatial expressing of the vision for the future of the region. It is unfortunate that the timescale for the development of the RSS is not coincident with the development of second Local Transport Plans and Strategies. It is therefore likely that the Local Transport Strategy will need revising following the approval of the RSS.

However, the methodologies included in the Local Transport Plan for addressing the Shared Priorities will allow due account to be taken of the emerging RSS. Specifically, RSS should provide a framework for LTP2 by:

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

Equally, LTP2 will support RSS by:

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

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

It is noted that although national guidance indicates that reviews of RTS should be available to inform each new round of LTPs, the current review of RSS and the RTS will not be submitted to the Government until September 2005. Although current RSS, based on the Selective Review of RPG 12, was published in December 2004, the transport strategy is being reviewed in the light of emerging national guidance and further work being undertaken at the regional level. In the absence of this regional framework LTP2 has taken full account of current RSS. Every effort has also been made to anticipate and reflect the issues being addressed in the review, in particular:

- the emerging spatial strategy;

- the recognition of the need for economic regeneration in parts of North Yorkshire, including the coast;
- the role of the towns in the county as focal points for the delivery of many key public and private services to the surrounding rural areas;
- the importance of cross-boundary links in delivering policy priorities.

In addition to the RSS for our region (Yorkshire and the Humber) North Yorkshire abuts the North East Region and the North West Region. LTP 2 also therefore embraces key concepts from the RSS for these regions.

9.3.3 Regional Economic Strategy (RES)

This is the ten year (2003-2012) economic strategy for Yorkshire and The Humber and sets a vision to be 'world class, prosperous, self-reliant and sustainable'. It sets out to provide 'a framework of common priorities around which businesses, public agencies, voluntary groups and communities can focus their investment and effort'.

It seeks to develop jobs, skills, wealth creation and business success within the wider aims of sustainable development. The strategy recognises that transport is a major issue in the region and one that affects business success, quality of life and sustainability. It indicates that measures are required to reduce the need to travel and improve public transport and focuses on the need to deliver on seven regional transport priorities for RES. These are currently: Trans-Pennine links; strategic north-south routes; Leeds to Sheffield corridor; development of air transportation; ports and waterways; access to strategic economic zones; and strategic access to regional centres. Transport will play a vital role in delivering the aims and objectives of this strategy. The RES is currently (July 2005) subject to a review. As with the RSS the implications of this review will be considered in future revisions of the Local Transport Strategy and in the preparation of Service Centre Transportation Strategies. This will take on board any changes arising from the proposals to move from Sub – Regional Action Plans to Sub Regional Investment Plans (SRIPs)

The RES can provide a framework for LTP2 by:

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

LTP2 will support RES by:

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

9.3.4 The Regional Housing Strategy (RHS)

The RHS was prepared in 2003 and identifies and addresses the region's key housing issues and establishes the main priorities for public investment. This strategy is also in the process of review. There are fewer direct links between RHS and LTP2 than with the other

regional strategies. Nevertheless, one of the key aspects of RHS is the need to balance housing markets and create sustainable communities which is reflected in the approach to accessibility adopted in LTP2.

9.3.5 Rural Development Framework (Yorkshire and Humber Rural Framework)

This document is currently in preparation. GOYH is taking the lead in developing a plan that sets out the priorities and delivery mechanisms for sustainable rural development in Yorkshire and the Humber. This will be much more 'customer' focussed and seeks to streamline rural policy making and delivery mechanisms from the current disparate documents and agencies. A draft framework was published in December 2004 with the final framework due for publication in April 2005.

9.3.6 Making it Happen: The Northern Way.

The Northern Way is a new initiative through which the 3 Northern regions and the Government are working to generate more rapid economic growth in the North of England. It brings together consideration of economic issues, housing and transport and sets out a number of challenges for sustainable communities. These will be taken forward primarily through the regional strategies. However, there are direct implications for LTP2 in the key over-arching principles that Northern Way sets out for the region as a whole and its city regions. These include the improvement of access to the North's airports and better integration of public transport, which is seen as a key to enabling people to access jobs. Both issues are reflected in the proposals in LTP2.

9.4 County Policies

9.4.1 North Yorkshire Community Strategy

As stated in section 9.1 above the aim of the LTP 2 is to coordinate the contribution of local transport towards achieving the wider planning and policy aspiration for North Yorkshire.

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

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

The Vision of the North Yorkshire Community Strategy is:

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

In order to achieve the vision identifies seven main themes which will need to be addressed. These are as follows:

Secure a sound economy.

Provide everyone with the opportunity to develop their full potential.

Help people in need.

Promote socially inclusive, safe and sustainable communities.

Take care of our heritage, landscape and environment.

*Maintain a strong, integrated and safe transport system.
Plan for and deal with emergencies and cope with the aftermath.*

The LTP 2 is one of the key means of delivering this vision. The Community Strategy vision and themes therefore form the basis for many of the Aims and Objectives of the LTP 2.

9.4.2 North Yorkshire County Council Corporate Objectives

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

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

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

9.4.3 North Yorkshire Sustainable Development Policy

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

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

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

9.5 District Policies

9.5.1 District Council Key Themes

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

Within this framework the key themes are:

Sustainable growth

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

Role of settlements/ access to services

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

Regeneration

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

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

Transport

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

The environment

The quality of the environment is one of North Yorkshire's key resources both for local people and for the local economy. The planning authorities are committed to safeguarding and enhancing the quality of the natural and built environments, retaining local character and distinctiveness, protecting biodiversity and promoting the sustainable management and use of resources.

Affordable housing

Affordability is a significant issue across North Yorkshire. The nature and scale of the problem varies across North Yorkshire. The pressure on the housing market is most acute in those areas with good access to the adjoining urban areas (particularly in West Yorkshire) and in the National Parks. But the problem, exacerbated by recent house price increases, is found across the county. No District is immune. The affordability problem is, however, only one element of a wider problem facing much of North Yorkshire which draws in such issues as low income levels and access to jobs and services. The need to provide affordable housing is essential for achieving sustainable communities.

Cross boundary issues

There is a recognition of North Yorkshire's relationships with adjoining areas in both Yorkshire and Humberside and the North East. The influence of Leeds, the City of York and Teesside are keenly felt within North Yorkshire. There are strong functional linkages with these surrounding areas in terms of housing markets, travel to work areas and labour

markets, service provision and leisure. These relationships have major implications for the long term development of North Yorkshire and need to be fully understood.

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

9.5.2 District Council Community Strategies

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

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

As with the North Yorkshire Community Strategy the LTP 2 must contribute towards the visions included in the district Community Strategies. LTP 2 will also act as the delivery mechanism for many of the transport-related issues and priorities identified in the community strategies.

The visions of all the district community strategies incorporate a number of common themes. These are summarised below:

Economy
Environment
Quality of Life / Sustainable Communities
Equality / Inclusion / Accessibility

These common themes are incorporated into the Aims Objectives and Policies of the LTP 2.

9.5.3 Local Development Frameworks and District Wide Local Plans

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

It is important that there continues to be close integration between land-use planning in the LDFs and transport planning in LTP2 to ensure that the authorities' sustainability objectives are achieved. This will involve clear engagement by each party in the preparation and development of the planning documents to ensure that the extensive and complex linkages between land-use and transport at the local level are identified and understood. Although development of the LDF's is at an early stage the County Council has engaged with each of the planning authorities to ensure that the emerging land use allocations are supported and guided by the LTP 2 policies.

The County Council will assist the planning authorities using the Accession accessibility planning software to ensure that land use allocations in the Local Development frameworks contribute towards improving the accessibility of services.

This engagement with the local planning authorities will continue throughout the development and implementation of both the LTP 2 and the LDF's. Clearly, the successful implementation of both LDFs and LTP2 will depend on joint working towards common goals based on the need for sustainable development.

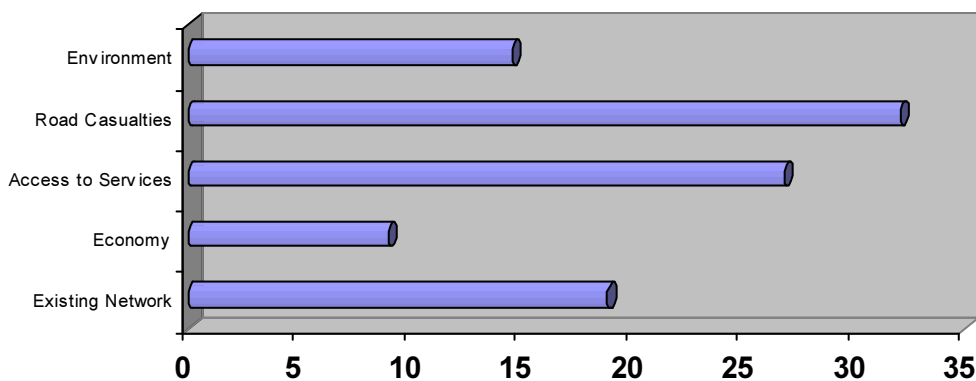
9.6 Local Priorities

9.6.1 Consultation

Consultation of the Local Transport Strategy has been carried alongside consultation on LTP 2. There have been two stages of consultation. Full details are available in a comprehensive consultation report which is available on request.

During the autumn of 2004 North Yorkshire County Council carried out the first stage public engagement. This exercise aimed to establish local priorities for the Local Transport Strategy and LTP 2. This involved workshop to which over 150 key stakeholders were invited, the distribution of a leaflet and questionnaire to almost 1000 other stakeholders and a publicity campaign to engage the wider public and inform them of the availability of the leaflet and questionnaire. (A full list of Phase 1 Key Stakeholders is included as Appendix 1.) Details of the consultation and the questionnaire were also available on the County Council web site. Figure 9.6 below shows the first and second priority for action in the LTP 2 and the percentage of the respondents identifying each issue.

PRIORITY 1



PRIORITY 2

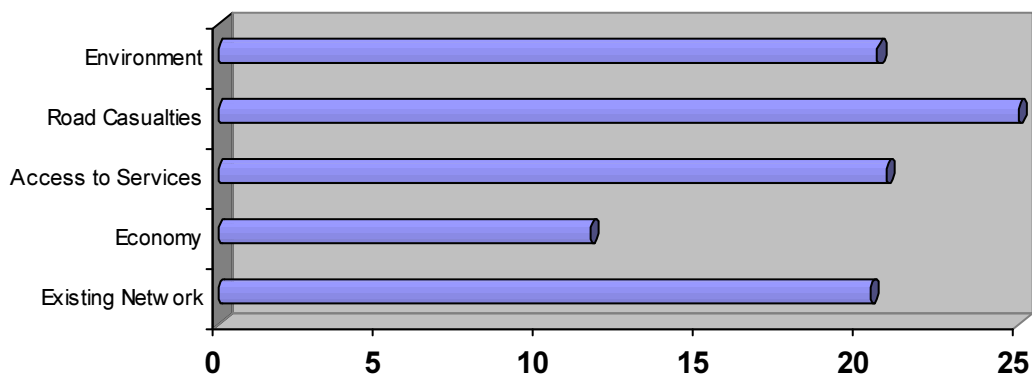


Figure 9.6 - Consultation Response – First and Second Priority

This clearly shows that reducing casualties and access to services are the highest local priorities closely followed by making best use of the existing network and protecting the environment. These local priorities have therefore been reflected in the LTP 2 Objectives.

The second stage of consultation was carried out in March and April of 2005. This stage of consultation was to seek stakeholder and public views on a Consultation Draft Local Transport Plan (incorporating a draft Local Transport Strategy). As with the first stage consultation this involved sending information to over 600 stakeholders (see Appendix 1) and a publicity campaign to engage the wider public to respond. Copies of the Draft Local Transport Plan and SEA Environmental Report were also sent to 82 Key Stakeholders.

In total 176 responses were received including responses from all the planning authorities in North Yorkshire (Seven District Councils and two National Park Authorities). Responses generally support for the North Yorkshire approach to the LTS and LTP and the Aims and Objectives identified. Most consultees made specific suggestions with regards to issues that they felt needed inclusion or greater prominence in the LTS and LTP. Where appropriate these have been included. Full details of responses are included in the Consultation Report which is available on request.

9.7 Common Themes

Based on an assessment of the above planning documents and the public engagement exercise it is clear that there are common themes relevant to LTP 2. These are as follows:

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

These common themes form the basis of the LTP 2 Key Aims.

10. Transport Strategy

10.1 Strategy Options

10.1.1 In accordance with the requirements of Strategic Environmental Assessment legislation the County Council tested four alternative transport strategy options to address the Aims and Objectives of the Local Transport Plan. Full details of the options tested and the outcome of the Strategic Environmental Assessment can be found in the Strategic Environmental Assessment Report and Statement.

10.1.2 The four options tested were as follows :

Option 1: Do nothing

NYCC only fulfilling its statutory duties relating to the Disabilities Discrimination Act, home to school transport and social services.

Option 2: Continue LTP 1

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

Option 3: Modal Shift and Demand Management

Working to reduce the need to travel, encourage modal shift towards sustainable means of transport, making better use of existing services and infrastructure and measures to improve road safety.

Option 4: Catering for Demand

Provision of infrastructure and services to cater for unconstrained growth in demand for travel.

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

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

10.1.3 Based on the SEA assessment Option 3: Modal Shift and Demand Management is clearly the most environmentally beneficial. The results of this assessment have therefore informed the choice of transport strategy adopted for the LTS and therefore also LTP 2. A Strategy based on the concept of improving accessibility of services, encouraging modal shift and demand management was adopted. This strategy concentrates on measures to make better use of the existing highway network and expand alternatives to travel by car.

Summary of Results of Assessment of Strategy Options¹

LTP2 Objective	Air quality	Noise	Water quality	Soil	Landscape & townscape	Cultural heritage	Material assets	Climate change	Biodiversity, flora & fauna
<i>Option 1: Do nothing</i>									
Accessibility	↓↓↓	↓↓↓	↓↓↓	↑	↓↓↓	↓↓↓	↑↑	↓↓↓	↑
Safety		↓↓↓	↓↓↓	↑↑	↑		↑↑		↑
Environment	↓↓↓ ↓	↓↓↓ ↓	↓↓	↓↓	↓↓↓	↓↓	↓↓	↓↓↓	↓↓↓
Congestion	↓↓↓	↓↓↓	↓	↓↓	↓↓↓	↓↓	↑↑	↓↓↓	↓↓
Quality of life	↓↓↓ ↓	↓↓↓ ↓	↓	↓	↓↓↓	↓	↓↓↓	↓↓↓	↓↓
Economy	↓↓↓	↓↓↓	↓	↑↑	↓↓↓	↓↓↓	↑↑	↓↓↓	↓↓
Network Efficiency	↓↓↓	↓↓↓	↓	↑↑	↓↓↓	↓↓	↑	↓↓↓	↓↓
<i>Option 2: Continue LTP1</i>									
Accessibility	↑	↑	↑	↓	↑	↓	↓	↑	↑
Safety		↑	↑		↑		↓		↑
Environment	↑↑	↑	↑	↑	↑	↑	↑	↑	↑
Congestion	↑	↑	↑	↓↓	↑	↑	↓↓	↑	↓↓
Quality of life	↑↑	↑↑	↑	↑	↑	↑		↑	↑
Economy	↑	↑	↓	↓	↑	↑	↓↓	↑	↑
Network Efficiency	↑↑	↑↑	↑	↑	↑↑	↑↑	↓↓	↑	↑
<i>Option 3: Modal shift and demand management</i>									
Accessibility	↑↑↑	↑↑	↑	↑	↑	↑	↓	↑	↑
Safety	↑	↑	↑	↑	↑	↑			↑
Environment	↑↑↑	↑↑	↑	↑	↑	↑		↑↑	↑
Congestion	↑	↑	↑	↑	↑	↑		↑	↑
Quality of life	↑↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Economy	↑↑	↑↑	↑	↑	↑	↑		↑	↑
Network Efficiency	↑↑	↑↑	↑	↑	↑	↑	↑	↑	↑
<i>Option 4: Catering for demand</i>									
Accessibility	↑↑	↑↑	↑	↑	↑	↑		↑	↑
Safety			↑	↓	↓	↓	↓↓		↓
Environment	↑	↑	↑	↓	↓↓	↓	↑↑↑	↓	↑
Congestion	↓↓	↓↓	↓↓	↓↓	↑	↑	↓↓	↓↓↓	↓↓↓
Quality of life		↑↑			↑	↑	↓↓		
Economy	↓↓↓	↓↓	↓↓↓	↓↓	↓↓	↓↓	↓↓	↓↓↓	↓↓↓
Network Efficiency	↓↓↓	↓↓	↓↓	↓	↓	↓	↓	↓↓↓	↓↓

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

10.2 Strategy

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

10.2.1 The County Council have adopted 12 strategy components. These are:

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

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

	To work with partners to promote the local delivery of services	To improve the efficiency and effectiveness of the transport network	To reduce the need and demand for travel	To promote alternative more sustainable modes of transport	To promote sustainable development	To maximise the contribution of transport to maintaining the viability and vitality of local communities	To manage traffic in environmentally and socially sensitive areas	To improve the safety of the highway network through engineering, education and enforcement.	To develop and manage the transport infrastructure and services in order to minimise the adverse effects of geographical isolation	To maintain the transport infrastructure in a manner appropriate to its use.	To maximise the contribution of the transport network to the development of sustainable tourism	To work with partners to reduce disruption to the highway network
Objective 1 (Accessibility)	High	Low	Medium	Low	Medium	Medium	-	-	Medium	Low	Low	-
Objective 2 (Safety)	-	-	Medium	Low	-	-	High	High	-	Medium	-	-
Objective 3 (Environment)	Medium	Medium	High	High	Medium	-	High	-	X	Medium	Medium	-
Objective 4 (Congestion)	Medium	High	High	High	Low	-	Medium	X	X	Low	Medium	High
Objective 5 (Quality of Life)	Medium	-	Low	Medium	High	High	High	-	Medium	-	-	-
Objective 6 (Economy)	Low	Medium	X	X	High	High	X	-	High	Low	High	-
Objective 7 (Efficiency)	-	High	High	Medium	-	-	X	-	-	High	-	High

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

Figure 2.3 – Contribution of Transport Strategy Components to LTP 2 Objectives

10.3 Description of Strategy Components

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

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

10.3.2 To improve the efficiency and effectiveness of the transport network

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

10.3.3 To reduce the need and demand for travel

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

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

- Control (stick) – Control of the demand for travel will be primarily through car parking policies. In 2003 the County Council adopted a policy for the provision of car parking at new development (Transport Issues and Development). The County Council will continue with this policy, and update it as and when necessary. Additionally the County Council will build on the success of its policies for On Street parking charges and controls to ensure that where appropriate this contributes towards reducing the demand for travel without unduly impacting on the viability of the local economy. Off street parking provision in North Yorkshire is generally in the control of the district councils (and National Park Authorities). The County Council will continue to work with these partners to achieve reduced travel demand. It is not likely in the short term (i.e. 5 years) that road user charging will be an appropriate demand management measure for North Yorkshire. We do not therefore propose to introduce congestion charging in North Yorkshire during the period of LTP 2 (2006-2011). However in the light of the success of the congestion charge in central London the government are leading the debate on road pricing (for both the national and local level). The County Council will engage with the government in this debate.

10.3.4 To promote alternative more sustainable modes of transport

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

- Encouragement – This will include continuing to raise the awareness of transport choices amongst the travelling public and seeking to ensure that urban design policies and practices reflect the needs of sustainable transport modes as well as the physical provision for sustainable modes (walking, cycling, public transport) for both existing settlements and at new developments. Additionally the County Council working through Freight Quality Partnerships and with local businesses will encourage the use of different means of freight transport whether this be the transfer of freight from road to rail and water borne or the use of more appropriately sized vehicles (fewer larger vehicles for long distance trips, smaller vehicles for shorter local trips on smaller roads). Further details of how the Council will encourage greater bus use in the period 2006 to 2011 and beyond can be found in the Bus Strategy and Bus Information Strategy which form annexes to the LTP.
- Control – The control measures identified for the demand management strategy will also influence people's choice of travel mode. However to encourage modal shift it is necessary that the provision of alternatives are synchronised with the controls. Direct controls on freight transport are likely to be limited to the appropriate use of Traffic Regulation Orders imposing weight restrictions to discourage the use of unsuitable vehicles.

10.3.5 To promote sustainable development

Most of the above strategy components are primarily concerned with modifying current land use and transport patterns. In the longer term it is essential to ensure that future land use patterns embrace the principles of sustainability. The County Council will therefore continue to work with Partners (Regional Assembly, Yorkshire Forward, local planning authorities etc) to ensure that future land use allocations and developments are of a type, design and location that positively encourage more sustainable travel patterns and modes or at very least does not encourage unnecessary use of private cars. At a macro level this will involve seeking to ensure that major new allocations are easily accessible from existing

transport networks (i.e. principal road network, rail network) and are located to minimise the need for travel (i.e. in or close to the communities they are serving). At a micro level this will involve ensuring that there are direct and convenient walking, cycling and public transport routes to and within the development and that where appropriate the development includes for the local delivery of services. The County Council have already adopted guidelines on Transport Issues and Development (2003) and will continue to review and update these as and when necessary. This will include a requirement for developers, when the County Council deem it is necessary, to produce in support of their planning application one or more of the following:

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

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

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

10.3.7 To manage traffic in environmentally and socially sensitive areas

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

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

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

new powers in the Traffic Management Act through better enforcement of traffic regulations. Further details can be found in the York and North Yorkshire Road Safety Strategy which forms an Annex to the LTP 2.

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

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

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

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

Equally, in financial efficiency terms and in a climate of limited funding availability, it is important that due priority be given to the most important (in terms of contributing to the LTP Objectives) sections of the network and that the maintenance regime balances the costs of maintenance with the benefits. For example, little used rural footways do not need to be maintained to the same high standard as main shopping streets and housing estate roads. 30 mph speed limits do not need the same level of skid resistance as high speed rural A roads. Further details of how the Council will implement this strategy component are included in Chapter 7 and Annexes G and H of the LTP.

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

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

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

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

10.4 Toolkit, Scheme Identification and Scheme Prioritisation

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

- 10.4.1 Shared Priority Initiative (Toolkit) – Each of the 10 Strategy Components identified above shows, in a general manner, the approach we will take to addressing issues related to the LTP 2 Objectives. These components are however generic. For example the strategy component ‘To promote alternative more sustainable modes of transport’ indicates that we will encourage modal shift from car based transport but does not highlight the specific type of measure we will take to do this (e.g. improving bus services and infrastructure or providing better facilities for pedestrians). A toolkit of specific measures which contribute to each strategy component has therefore been developed. Details are included in Chapter 3 of the LTP 2.
- 10.4.2 Scheme identification – Historically transport problems and issues have been identified on an ad hoc basis by the local community or the County Council. A successful and well supported element of the first LTP was the introduction of Town Traffic Management Strategies. These supplemented the ad hoc system by direct engagement with the community to consider all the transport problems, issues and potential solutions for each town in an integrated and holistic manner. Building on this approach a major element of scheme identification for the LTP 2 will be the adoption of an approach which identifies towns and larger villages as Local Service Centres which provide many of the essential services both to residents of the town and to the rural hinterlands. The County Council will engage the local community of both the town and its hinterlands to identify local transport issues and solutions which contribute towards achieving the objectives of the LTP 2. Full details of this approach and its application are included in Chapter 4 of the LTP 2.
- 10.4.3 Scheme prioritisation – In order to ensure that all transport schemes and initiatives contribute towards the LTP 2 Objectives the County Council will adopt an Objective based approach to prioritisation for delivery. Further details are included in Chapter 6 of the LTP 2. Whilst this is still in the later stages of development the system will identify the level of contribution made by each scheme or initiative to one or more of the seven LTP 2 Objectives and compare this total contribution to the cost of the scheme or initiative. This approach should ensure that all schemes and initiatives are prioritised in a manner which overall reflects the best value for money contribution towards the all objectives.

CONSULTATION KEY STAKEHOLDER LIST

PHASE 1 KEY STAKEHOLDERS:

2 Dales Partnership
A1 Corridor Group
Age Concern
Aire Valley Rail Users Group
Ancient Monuments Society
Arriva North East
Arriva Trains Northern
Arriva Yorkshire
Association of Community Rail Partnership
Association of Train Operating Companies
Bedale & Area CIP
Bentham Development Trust
Better Government for Older People
Blazefield Holdings
British Horse Society
British Motorcycle Federation
British Waterways
BTCV
Business in the Community
Business Link
CBA Yorkshire Region Group
Central rural & southern CIP
Chair BGOP – NYorks
Chair of Area Learning Partnership
Chair Of North Yorkshire Partnership Board
Churches Together
Citizens Advice Bureau
Confederation of British Industry
Confederation of Passenger Transport
Connexions
Connexions (Access to Work and Learning)
Country Land and Business Association
Countryside Agency
Coyningham Hall business Centre
CPRE - NY Branch
CPRE (North Yorkshire)
CPRE (Tees Valley)
Craven District Council
Craven TPT Forum
Craven Voluntary Action
Craven, Harrogate & Rural District PCT
Crime & Disorder Reduction Partnerships
Cyclist Touring Club
Dales & District
DEFRA
DIAL Selby & District
Direct Rail Services
Disability Action Group – Ryedale
Disability Action Group Yorkshire
Disability Action in Richmond (DAIR)
Durham Tees Valley Airport
Easingwold & villages CIP
Easingwold Community Care Association
Easingwold Town Council
East Yorkshire Motor Services
Eastern CIP
Embsay & Bolton Abbey Railway
English Heritage
English Nature
English Welsh & Scottish Railways Ltd
Environment Agency

Esk Valley Railway Development Company
Farming & Wildlife Advisory Group (North Yorks)
Federation of Small Businesses
Filey CIP
First Group
First North Western Trains
Forestry Commission
Freight Transport Association
Freightliner Ltd
Friends of Settle-Carlisle Line
Friends of the Earth
GB Railfreight
GNER
Hambleton & Richmondshire PCT
Hambleton & Richmondshire Transport Forum
Hambleton Area Committee Representative
Hambleton District Council
Hambleton Rural Transport Partnership
Hanson Aggregates
Harrogate & Area Council for Voluntary Service
Harrogate & Craven Rural Transport Partnership
Harrogate & District Access Group
Harrogate Borough Council
Harrogate District Community Transport
Harrogate Hebrew Congregation
Harrogate TPT Forum
Helmsley Town Council
Highways Agency
House Builders Federation
Howardian Hills AONB
HQ Catterick Garrison
Hull Trains
Ingelborough/Ingleton CIP
JobCentre Plus
John Smith & Sons
Kirkby Lonsdale Minicoaches
Knaresborough CIP
Lancaster & Skipton Rail Users Group
Learning & Skills Council
Leeds Bradford International Airport
Masham CIP
Mid Wensleydale Group
Minority Ethnic Partnership
Moors National Park
Motorcycle Action Group
Mouchel North Yorkshire
N & NE English Nature team, Genesis 1
NACRO
National Community Transport Association
National Farmers Union
National Federation of Bus Users
National Trust
Newcastle International Airport Ltd
NEYNL Strategic Health Authority
NHS Trust Headquarters
Nidderdale AONB
North East Chamber of Trade and Industry
North Richmondshire Group
North York Moor National Park
North Yorkshire & Cleveland Heritage Coast
North Yorkshire County Council Members
North Yorkshire Fire & Rescue Service

North Yorkshire Forum for Voluntary Organisations
 North Yorkshire Learning Partnership Manager
 North Yorkshire Moors Railway
 North Yorkshire Police
 North Yorkshire Training & Enterprise Council
 Northallerton & District Voluntary Service Association
 Northallerton and Villages CIP
 Northallerton Town Council
 Northern CIP
 Northern Rail
 NSPCC
 NYCC Young Persons Champion
 Office of Rail Regulation
 Parish Councils
 Partnership Development Officer
 Pately Bridge MTI
 Pennine Motor Services
 Pickering Area Partnership
 Police Headquarters
 Probation Services HQ
 Quarry Products Association
 R.C.S
 Rail Passengers Committee (NE England)
 Railtrack plc
 Raynesway Construction Southern Ltd
 Richmond MTI
 Richmond Partnership
 Richmond Town Council
 Richmondshire District Council
 Richmondshire Volunteer Centre
 Ripon Council for Voluntary Service
 RSPB
 Ryedale District Council
 Ryedale House
 Ryedale Voluntary Action
 Scarborough & District Council for Voluntary Service
 Scarborough & NEY Rural Transport Partnership
 Scarborough Borough Council
 Scarborough Rural CIP
 Scarborough, Whitby & Ryedale PCT
 Selby & District Rail Users Group
 Selby & York PCT
 Selby & York TPT Forum
 Selby District Association for Voluntary Service
 Selby District Council
 Selby Rural Transport Partnership
 Selby Town CIP
 Settle Carlisle Development Company
 Skipton & Craven Action for Disability
 Skipton East Lancashire Rail Action Partnership
 Skipton Partnership – Renaissance Market Towns
 Skipton Town Council
 South Craven Community Action
 Sports England
 Stephensons of Easingwold
 Stokesley & District Care Association
 Stokesley & villages CIP
 Strategic Rail Authority
 Sustrans

Tadcaster Town Council
 Tees East & North Yorkshire Ambulance Service
 The Countryside Agency
 The Environment Agency
 The Forestry Commission
 The Malton and Norton Area P'ship
 The Pedestrians Association
 The Prince's Trust
 The Ramblers Association
 The Road Haulage Association
 The Settle & Carlisle Railway Trust
 The Timber Growers Association
 Thirsk Regeneration initiative
 Thirsk, Sowerby & District Community Care Association
 Thornes Independent
 Tourist Board
 Trans Pennine Rail Group
 Transport 2000
 Transport Office
 Upper Wensleydale Group CIP
 Victim Support North Yorkshire
 Virgin Trains
 Wensleydale Railway plc
 West Yorkshire PTE
 Western CIP
 Wharfedale CIP, Craven District Council
 Wheels 2 Work
 Whitby & District Voluntary Action
 Whitby 50 Plus (County Committee)
 Whitby CIP
 Whitby MTI
 Whitby Town Council
 Wolds CIP
 Woodland Trust
 WWF-UK
 YNYP
 York & North Yorkshire Chamber of Commerce
 York Pension Centre
 York Racial Equality Network
 Yorkshire & Humberside Assembly
 Yorkshire Arts Council
 Yorkshire Coast Community Rail Partnership
 Yorkshire Culture
 Yorkshire Dales National Park
 Yorkshire Dales Public Transport Users Group
 Yorkshire Forward
 Yorkshire Gardens Trust
 Yorkshire Local Councils Association
 Yorkshire Rural Community Council
 Yorkshire Tourist Board
 Yorkshire Water
 Yorkshire Wildlife Trust
 YOT – North Yorkshire

PHASE 2 – KEY STAKEHOLDERS:

Hambleton District Council
 Richmondshire District Council
 Harrogate Borough Council
 Scarborough Borough Council
 Craven District Council
 Ryedale District Council
 Selby District Council

North York Moors National Park Authority
 Yorkshire Dales National Park Authority

 All adjacent local authorities
 All parish councils

 2 Dales Partnership
 A1 Corridor Group
 Age Concern
 Aire Valley Rail Users Group
 Ancient Monuments Society
 Arriva North East
 Arriva Trains Northern
 Arriva Yorkshire
 Association of Community Rail Partners
 Association of Train Operating Companies
 Bedale & Area CIP
 Bentham Development Trust
 Better Government for Older People
 Blazefield Holdings
 British Horse Society
 British Motorcycle Federation
 British Waterways
 BTCV
 Business in the Community
 Business Link
 CBA Yorkshire Region Group
 Central Rural & Southern CIP
 Churches Together
 Citizens Advice Bureau
 Confederation of British Industry
 Confederation of Passenger Transport
 Connexions (Access to Work and Learning)
 Country Land & Business Association
 Countryside Agency
 Coyningham Hall Business Centre
 CPRE (North Yorkshire)
 CPRE (Tees Valley)
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 Crime & Disorder Reduction Partnerships
 Cyclist Touring Club
 Dales & District
 DEFRA
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 Disability Action Group in Richmond (DAIR)
 Disability Action Group North Yorkshire
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 Easingwold & Villages CIP
 Easingwold Town Council
 East Yorkshire Motor Services
 Eastern CIP
 Embsay & Bolton Abbey Railway
 English Heritage
 English Nature
 English Welsh & Scottish Railways Ltd
 Environment Agency
 Esk Valley Railway Development Company
 Farming & Wildlife Advisory Group (North Yorks)
 Federation of Small Businesses

Filey CIP
 First Group
 First North Western Trains
 Forestry Commission
 Freight Transport Association
 Freightliner Ltd
 Friends of Settle-Carlisle Line
 Friends of the Earth
 GB Railfreight
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 Hambleton & Richmondshire PCT
 Hambleton & Richmondshire Transport Forum
 Hambleton & Richmondshire Transport
 Partnership
 Hambleton Rural Transport Partnership
 Hanson Aggregates
 Harrogate & Craven Rural Transport Partnership
 Harrogate & Craven Transport Partnership
 Harrogate & District Access Group
 Harrogate District Community Transport
 Harrogate TPT Forum
 Helmsley Town Council
 Highways Agency
 House Builders Federation
 Howardian Hills AONB
 HQ 19th Mech Brigade & Catterick Garrison
 Hull Trains
 Ingleton CIP
 JobCentre Plus (Access to Work)
 John Smith & Sons
 Kirkby Lonsdale Minicoaches
 Knaresborough CIP
 Lancaster & Skipton Rail Users Group
 Learning & Skills Council
 Leeds Bradford International Airport
 Mid Wernsleydale Group
 Minority Ethnic Partnership
 Motorcycle Action Group
 Mouchel North Yorkshire
 N & NE English Nature Team
 NACRO
 National Community Transport Association
 National Farmers Union
 National Federation of Bus Users
 National Trust
 Network Rail
 Network Rail (North & East Yorkshire)
 Newcastle International Airport Ltd
 NEYNL Strategic Health Authority
 Nidderdale AONB
 North East Chamber of Trade & Industry
 North Richmondshire Group
 North Yorkshire & Cleveland Heritage Coast
 North Yorkshire Fire & Rescue Service
 North Yorkshire Forum for Voluntary
 Organisations
 North Yorkshire Moors Railway
 North Yorkshire Police Authority
 North Yorkshire Training & Enterprise Council
 Northallerton & Villages CIP
 Northallerton Town Council
 Northern CIP
 Northern Rail

NSPCC
NYCC Young Persons Champion
Office of Rail Regulation
Partnership Development Officer
Patel Bridge MTI
Pennine Motor Services
Pickering Area Partnership
PO Box 686, Melton House
Probation Services HQ
Quarry Products Association
Rail Passengers Committee (NE England)
Raynesway Construction Southern Ltd
Richmond MTI
Richmond Partnership
Richmond Town Council
Richmondshire Volunteer Centre
Ripon Council for Voluntary Services
RSPB
Ryedale Rural Transport Partnership
Ryedale Voluntary Action Group
S. Craven CIP
Scarborough & District Council for Voluntary Services
Scarborough & NEY Rural Transport Partnership
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Selby & District Rail Users Group
Selby & York PCT
Selby & York TPT Forum
Selby District Association for Voluntary Service
Selby Rural Transport Partnership
Settle Carlisle Development Company
Skipton & Craven Action for the Disabled
Skipton East Lancashire Rail Action Partnership
Skipton Town Council
Sport England
Stephensons of Easingwold
Stokesley & District Care Association
Strategic Rail Authority
Sustrans
Tadcaster Town Council
Tees East & North Yorkshire Ambulance Service
The Malton & Norton Area P'ships
The Pedestrians Association
The Prince's Trust
The Ramblers Association
The Road Haulage Association
The Settle & Carlisle Railway Trust
The Society for the Protection of Ancient Buildings
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Yorkshire Coast Community Rail Partnership
Yorkshire Culture
Yorkshire Dales Public Transport Users Group
Yorkshire Forward
Yorkshire Gardens Trust
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