



North

Yorkshire County Council

Local Transport Plan 2011-2016

Consultation Draft (Summary)



May 2010

INTRODUCTION

This document is a summary of the consultation draft of the third North Yorkshire Local Transport Plan (LTP3) which covers the period from April 2011 to March 2016. LTP3 will replace the current LTP which runs until March 2011.

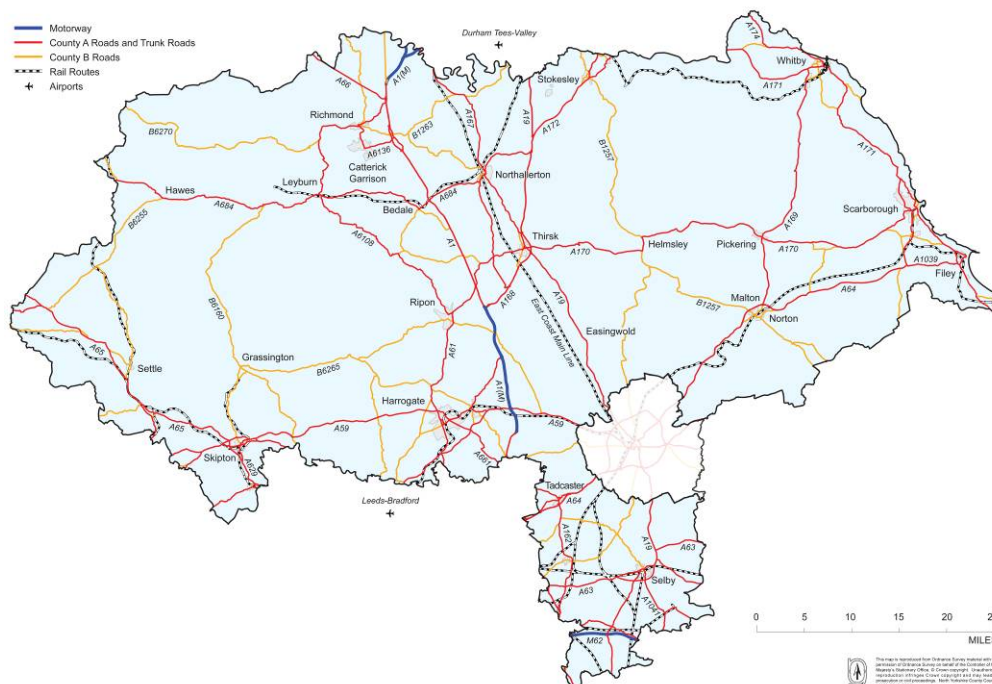
The LTP is made up of 2 parts. Part 1 is the longer term Local Transport Strategy which sets out the key transport related issues in the County, our Objectives for LTP3 and our approach to achieving them. Part 2 is the Delivery Plan and sets out further details of what actions we will take to achieve the objectives.

PART 1 - LOCAL TRANSPORT STRATEGY

Background

North Yorkshire is England's largest county and covers an area of 3200 square miles. There are approximately 9500km of road, 4500km of footway and over 2000 bridges in North Yorkshire. North Yorkshire County Council is the local Highway Authority for the county and is therefore responsible for the management of most of these roads (excluding Trunk Roads and Motorways such as the A1 and A64 which are managed by the Highways Agency). The main transport networks (road and rail) are shown on the map below.

Main Transport Infrastructure in the County of North Yorkshire



The population of the county is approximately 600 000 people. Many of these people live in one of the 28 main settlements spread around the county but there is still a very significant rural population in smaller villages and communities.

Vision, Objectives and Commitment

Taking into account national and regional transport policies, the County Council's Sustainable Community Strategy, (which is the top level strategy for everything that the County Council does) and the results of a first phase of public consultation into local peoples priorities for transport, we propose to adopt the following Vision, Objectives and Commitment.

North Yorkshire Local Transport Plan (2011-2016)

Vision

To contribute towards the County Councils top level strategy Sustainable Community Strategy vision of:

North Yorkshire is 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 and cultural assets maintained and enhanced, and receive effective support when they need it

Objectives

By:

- supporting flourishing local economies by delivering reliable and efficient transport networks and services. **(local economies)**
- reducing the impact of transport on the natural and built environment and tackling climate change. **(environment and climate change)**
- improving transport safety and security and promoting healthier travel. **(safety and healthier travel)**
- promoting greater equality of opportunity for all by improving peoples access to all necessary services. **(access to services)**
- ensuring transport helps improve quality of life for all. **(quality of life)**

Commitment

Which can be achieved through our commitment to:

Manage, Maintain and Improve transport networks and services

Although none of the objectives is afforded a higher priority than the others the County Council must take into account our statutory duties to manage and maintain the highway network and to address road safety. We must therefore always give a priority to fulfilling our statutory duties over exercising other powers we have to improve the highway network. We therefore intend to adopt an approach where we will always consider and fund measures to Manage and Maintain the network ahead of providing Improvements. We will also ensure that we provide sufficient resources and funding to fulfil our road safety duties.

Objectives

Local Economies

There are two main purposes for this objective. These are to ensure transport helps the recovery of areas of the county with weaker economies (e.g. parts of Scarborough, Selby, Whitby and Skipton) and to maintain and grow the stronger economies (e.g. Harrogate, Hambleton). In both cases this is best achieved through making sure that the transport network is properly managed and maintained to allow easy transport to and between these economies. Where possible this will be supported by improvements to the network to reduce the economic impact of congestion in the larger urban areas (e.g. Harrogate and Scarborough) and to improve longer distance transport links (e.g. from York and the A1(M) to Ryedale and Scarborough). We will also work with neighbouring transport authorities to maintain and improve transport links especially into York, West Yorkshire and the Tees Valley.

Environment and Climate Change

There are three main purposes for this objective. These are to address the problems of climate change, to reduce transport related air quality problems and to protect the natural and built environment from the impact of transport. Whilst the overall contribution of transport in North Yorkshire to climate change is very small we do need to encourage people to change their travel behaviour by reducing the number of trips they make and by using types of transport (public transport, cycling, walking) which produce less greenhouse gasses. However we need to balance this aim against the need for people to travel for their day to day business and recognise that in a rural area like North Yorkshire the private car is often the only feasible means of transport. The same travel behaviour changes will also reduce the amount of other pollutants from vehicles and help improve air quality at locations in North Yorkshire where poor air quality may lead to health problems for people.

Safety and Healthier Travel

Road safety is a statutory duty for the County Council. Although significant improvements have been made, with over 500 people still killed or seriously injured each year on roads in North Yorkshire improved road safety remains a high priority. Analysis of accident records has allowed us to identify high risk locations, routes and groups of road users and to target our actions appropriately. We will continue to use a range of methods of improving road safety based around the three 'E's' of Education (informing people how they can improve road safety), Enforcement (enforcing traffic laws) and Engineering (maintaining or improving roads and footways at known accident sites). We also propose to add a new fourth 'E' of Engagement which is working together with local people to make roads safer. We also propose to continue to promote healthier types of 'active' travel such as walking and cycling. This not only reduces congestion and air pollution but can often improve people's individual health and help reduce obesity.

Access to Services

Although most people in North Yorkshire have good access to the services they need (education, employment, healthcare and food shopping) there are

still a significant number who experience difficulties due to either personal circumstances (e.g. age, disability, cost), location (e.g. remote rural areas a long way from services) or most often a combination of both. Working with partners such as bus companies and community transport operators we will seek to maintain and where possible improve transport services and infrastructure to help people to access the services they need. We will also continue to help provide more services locally so that people don't need to travel as far.

Quality of Life

It is hard to fully define Quality of Life but it is clear that transport, can have both a positive and negative impact on everyone's day to day life. Through making progress towards achieving the four other objectives we will make a positive attempt to improve the quality of life of residents and transport users in North Yorkshire.

PART 2 - DELIVERY

Funding

The funding for delivering the LTP is classed as either capital funding, which in broad terms can only be used for maintaining and improving transport infrastructure and revenue funding, which can only be spent on day to day maintenance, such as snow clearing, gully emptying, minor pot hole repairs and on supporting bus services. Most of the capital funding is provided through the government. Revenue funding is raised from Council tax (approx 25%) and government grants (approx. 75%). Due to cuts in public spending early indications are that we will probably need to reduce funding for the LTP by about 30% compared with what we currently spend. Over the next 5 to 10 years there therefore are likely to be significant reductions in the money that is available to deliver the LTP.

Whilst we will continue to try to make better use of the money we do have available through efficiencies and better ways of working the level of savings that we will need to make will inevitably lead to significant cuts in what we can do. As previously discussed the County Council has statutory duties to manage and maintain the network and to address road safety issues. We will always ensure that we fulfil these 'duties' before we consider funding other improvements to the network and services.

Delivering Schemes

In order to ensure that we effectively use the money we have available through efficiencies and better ways of working the County Council has adopted the following approach to delivering schemes:

Identify the transport problems/issues → Identify a range of possible solutions → Choose the best solution to the problems/issues → Prioritise all the problems/issues and their chosen solutions countywide → Produce and deliver programmes of solutions to fit the available budgets.

Problem Identification

The first step in this process is problem identification. For highway maintenance this will continue to be based on a series of annual network surveys which identify the sections of roads and footways / cycle tracks that are most in need of maintenance works. For other schemes and initiatives we propose to use a range of different methods. These include analysis of road accident records, analysis of traffic, air quality and congestion data and different ways of asking residents and transport users what they think the main issues are. This includes proposals to set up of a small number of local transport forums which will meet twice a year to allow people to discuss their local transport needs with the County Council and other transport providers. A major transport issue in North Yorkshire over the next 10 to 20 years is likely to be the extra traffic generated by the anticipated growth in housing and population in the County. The County Council is already working with the local planning authorities (district councils) and developers to identify the likely scale of the problems, to identify necessary highway and transport improvements and to try to identify both the public and private funding that will allow the improvements to be delivered as and when they are needed.

Selection of Solutions

For each problem identified there are likely to be a number of different solutions available. For highway maintenance the selection of the most appropriate solution is fairly straight forward and usually depends on the type of the maintenance problem that exists. For example slippery roads will probably require some type of surface treatment to restore skid resistance, a road with minor pot hole damage will probably only require patching to make it waterproof whereas a more deep seated structural failure will require fully reconstructing. Other problems identified through the problem identification processes described above are likely to have a wider range of solutions available. For example we may be able to reduce congestion in a town centre by changing the timings of traffic signals, by stopping inappropriate car parking on the road, by improving a junction or even by building a new road. To make the best use of the funding available when deciding upon the most appropriate solution we will always use “manage and maintain” types of solution before the improvement options,. By addressing 80% of the identified problem for 20% of the cost it allows us to use the remaining money to address other problems.

Scheme Prioritisation and Programming

The County Councils highways programme will continue to be made up of 3 elements, one for highway maintenance, one for bridge and structure maintenance and one for other transport improvements. The highway and bridge maintenance elements is based on the maintenance need so that the sections of highway (road or footway) that most need maintenance get the highest priority. The programme is tailored to the budget available. For other transport improvements all solutions are prioritised based on their relative contribution to all of the LTP 3 Objectives. So for example a solution that improves road safety and reduces congestion is likely to score better and therefore be programmed earlier, than a solution that only improves road

safety. The County Council will have a two year rolling programme of highway works that matches the available budget.

Indicators and Targets

Throughout the time period of the LTP we need to ensure that the schemes and initiatives we deliver on the ground actually contribute towards making progress against the LTP objectives and also assess how well we are maintaining the highway network. In order to do so the County Council will undertake a rigorous performance management regime. The principle of this regime is that we will seek to answer some Key Performance Questions using a range of relevant indicators and targets that represent what we are trying to achieve through LTP3. These will be monitored by the County Council on a regular basis (quarterly or annually as appropriate) to identify progress. If insufficient progress is being made appropriate remedial action will be identified to get back on track. Progress against indicators and proposed remedial action will also be reported on an annual basis for discussion at the Local Transport Partnerships. The main indicators we propose to adopt are shown below.

Objective / Theme	Key Performance Questions	Key Outcome Indicators
Local Economies	<ul style="list-style-type: none"> • How well does transport contribute towards supporting and sustaining local economies? • How well are we reducing congestion in the main urban areas? • How well are we improving connections between local, regional and national economies? 	<ul style="list-style-type: none"> • Bus punctuality in Harrogate and Scarborough • Bus patronage on key corridors • Local journey time, journey time reliability and congestion Indicators*
Environment and Climate Change	<ul style="list-style-type: none"> • What are we doing to improve or reduce our impact on the environment? • How much have we reduced transport related carbon emissions in the County? • How much have we improved Air Quality in key locations? <p>What are we doing to adapt to climate change?</p>	<ul style="list-style-type: none"> • Recycled materials used in highway operations • Air Quality Management Area pollutant levels • Road Transport emissions of CO2 per km travelled • Carbon footprint of highway maintenance and improvement works by NYCC*
Safety and Healthier Travel	<ul style="list-style-type: none"> • How much have we reduced road casualties in North Yorkshire? • Have much have we reduced the perception of road danger? <p>How much has transport contributed to improving people's health?</p>	<ul style="list-style-type: none"> • To reduce the number of people killed in road collisions • To reduce the number of people seriously injured in road collisions • To reduce the number of children and young people (<18) killed or seriously injured in road collisions • Mode share of journeys to school
Access to Services	<ul style="list-style-type: none"> • How easy is it to access the services they need? • How much are we improving people's access to service through better transport? • How much are we improving people's access to service through local provision of services? 	<ul style="list-style-type: none"> • NI 177 Local bus service patronage • Ease of peoples ability to access key services*
Quality Of Life	By achieving the other key LTP3 objectives we will be working towards improving the quality of life for residents and transport users in North Yorkshire.	
Highway Maintenance	<ul style="list-style-type: none"> • How well are we maintaining the road and footway network? • How well are we maintaining structures? 	<ul style="list-style-type: none"> • Improve or maintain condition of the carriageway on Cat. 2 (Strategic Routes) • Improve or maintain condition of the carriageway on Cat. 3a and 3b (Main and Secondary Distributor) roads • Improve or maintain condition of the footway on the most used (Cat. 1, 1a and 2) pedestrian routes.