

LOCAL GOVERNMENT NORTH YORKSHIRE AND YORK

16 APRIL 2010

TRANSPORT THEME UPDATE

1.0 PURPOSE OF THE REPORT

- 1.1 To update LGNY Y on progress with regard to the transport theme.

2.0 KEY ISSUES

- 2.1 In the first phase of consultation for the North Yorkshire Local Transport Plan (LTP) many of the respondents (approximately 30%) thought that supporting the local economy was their highest priority. The objective of protecting the environment was not seen as important as the others. These responses differ from LTP2 where safety and accessibility were given a higher priority in the consultation. Work is underway to produce a draft plan and the second phase consultation will begin in May. The City of York first phase consultation identified supporting the economy as the most important goal for transport (70 percent of respondents). Furthermore 80 percent of respondents thought congestion is the most important challenge facing York and 75 percent thought travelling within and around York to be most important. These results will be used to inform the second phase of consultation scheduled for April 2010.
- 2.2 The sub-regional Transport Strategy will sit above the North Yorkshire and York Local Transport Plans. The strategy will set out the contribution of transport in supporting delivery of wider sub-regional priorities. It will identify the strategic transport issues that need to be addressed and offer high-level solutions. The strategy will consider both internal movements within the sub-region and cross-boundary movements. The strategy will be adopted as part of the LTP process towards the end of 2010.
- 2.3 A local study of the A64 corridor is being progressed with funding contributions from the County Council, Yorkshire Forward, Highways Agency, City of York Council, Ryedale District Council and Scarborough Borough Council. Network Rail will also provide input to the study. The study will identify short, medium and longer term measures to improve the connectivity from Scarborough and Ryedale to York, the national transport networks (A1 and East Coast Mail Line) and the core of the Yorkshire and Humber region. The aims of the study are to address the economic and social inclusion issues resulting from the remoteness of the east of the sub-region, improve commuting journeys to and from York and address where necessary transport safety issues associated with this corridor.
- 2.4 The responsibility for concessionary fares will move to upper tier authorities with effect from April 2011. In North Yorkshire this will mean moving responsibility from District Council to County Council, the responsibility in York will remain with the City Council. Authorities within the sub-region are working together to ensure a smooth transfer with the minimum disturbance for concessionary fares pass holders. In addition from April 2010 the concession will move progressively from entitlement at 60 to align this benefit with the age of pension entitlement (entitlement at 65 by 2020). Government has also revised the formula for distribution of the grant, the effect of which is an additional £1.29m grant funding for North Yorkshire and an additional £0.35m for York.

3.0 DECISIONS REQUESTED

3.1 Members are asked to note the content of the report.

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March 2010