

# North Yorkshire Council

## Environment Executive Members

18 December 2023

### Update on the development of the new Local Transport Plan – approval to publish public engagement findings

#### Report of the Assistant Director – Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

#### **1.0 PURPOSE OF THE REPORT**

- 1.1 To update the Executive Member for Highways and Transportation and the Corporate Director of Environment on progress on developing a new Local Transport Plan
- 1.2 To seek authorisation to publish the results of the Let's Talk Transport public engagement findings

#### **2.0 SUMMARY**

- 2.1 This report provides an update on the development of the new Local Transport Plan, sets out the headline findings from the Let's Talk Transport public engagement, and asks for approval to publish the more detailed Let's Talk Transport feedback report.

#### **3.0 BACKGROUND**

- 3.1 In 2022, the Department for Transport (DfT) announced that they expected all local transport authorities to have in place a fit-for-purpose, and up-to-date Local Transport Plan (LTP), which sets out a strategic vision and case for investment in transport in their area. The DfT reported that the previously relaxed requirements for 5 yearly updates to LTPs had led to a reduced understanding of the strategic requirements for transport both nationally and locally, and therefore, all local transport authorities should ensure they had a suitable LTP in place by the end of the current parliamentary period (late 2024). This report provides an update on progress so far on the development of a new LTP for North Yorkshire, particularly with regards to the findings of the Let's Talk Transport public engagement.

#### **4.0 LTP PROGRESS UPDATE**

- 4.1 Since 2022, transport planning officers have been working towards developing a new LTP, initially recommending several options for updating the plan and ultimately being instructed to undertake a full redevelopment of the existing LTP (adopted in 2016). Since then, officers have been working on undertaking the data gathering and evidence required.
- 4.2 Whilst official guidance from the DfT has yet to be published, officers have been working on developing the LTP to the best of their knowledge, based on the limited advice coming out of government, and insight from within the transport planning sector.

- 4.3 In view of the imminent formation of a Mayoral Combined Authority for North Yorkshire and York, officers are working closely with counterparts at City of York Council, to ensure consistency of approach and to work towards the formulation of a joint strategic transport plan, to be ready in draft format for the incoming Mayor. Delays to the publication of the guidance have meant that the time available to write the LTP in advance of the mayoral elections is insufficient, but development of a headline strategic transport plan will be achievable.
- 4.4 To ensure that the views of people living and working in North Yorkshire are taken into consideration in developing the new LTP, in summer this year, with support from the corporate communications unit, a full public engagement was undertaken using the 'Let's Talk Transport' branding on the Commonplace online platform. This engagement took the form of an online survey, where people could give their views on transport and travel in the county, using both a series of stated preference questions and free text boxes. In addition to the online survey, officers attended numerous public events and meetings, to raise awareness of the engagement, and help people to complete surveys, either online, or on a paper survey form. Paper surveys were issued to libraries and council offices and were also made available at public meeting places. Almost 5,000 people participated in the public engagement, making it the highest level of response of all the 'Let's Talk' activities so far.
- 4.5 Subsequent to the public engagement, a stakeholder questionnaire, which asked broadly the same questions, but in a manner more suited to organisations, was issued to over 700 groups, including parish councils, businesses, charities, and interest groups. A total of 100 responses were received to this. Officers are now in the process of organising meetings with a number of groups who have advised that they would like to have a further discussion to discuss their ideas and views. Officers are also contacting some of the organisations who did not respond, but from whom we would like to hear comments.
- 4.6 In August 2023 a new LTP governance structure was approved and put into place, allowing for regular LTP Board update meetings for officers, and an agreed approvals process through this Environment Executive Members and Corporate Director meeting. In addition to this, the role of existing North Yorkshire Council committees, including the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee have been built into the engagement and approvals structure for the new LTP.
- 4.7 Almost two rounds of informal elected member briefings have been delivered on an Area Constituency Committee basis, an initial series of staff engagement sessions have been held (one in person, one virtual), and a further staff update session is being planned at the moment.
- 4.8 Targeted stakeholder engagement, further to the online survey, has commenced with an initial town council meeting having been held, and with an invitation sent out to a number of organisations who have expressed an interest in a more detailed discussion. This is in addition to the ongoing liaison with our key partners and stakeholders.
- 4.9 Our framework consultants WSP have been commissioned to develop the North Yorkshire (and York) databook, and also a two-stage Quantifiable Carbon Reduction Plan (QCR). The databook will provide a variety of relevant datasets for the county, including demographic, economic and transport information. Those commissions are underway, with outputs being passed to officers as they become available. A more detailed report on the QCR plan will be brought to a future Executive Member meeting in due course.

## **5.0 PUBLIC ENGAGEMENT HEADLINE RESULTS AND FEEDBACK REPORT**

- 5.1 Appended to this report at Appendix A is a report prepared jointly by the Transport Planning and Corporate Communications teams setting out the headline results of the Let's Talk Transport campaign, and also the stakeholder engagement.
- 5.2 The report sets out the key headlines of the engagement which are namely that:
- There are low levels of satisfaction with the current transport system in North Yorkshire
  - Availability and reliability of travel, affordability, road safety and impact of transport on climate change are of most concern
  - Measures to encourage more use of public transport and more walking and cycling, and traffic and highway infrastructure are seen as being most effective in tackling transport issues
  - There are differences in results for individual Area Constituency Committee areas, and also by a number of different criteria, such as age, gender, type of community and whether or not the person responding has a disability.
- 5.3 People's changing travel patterns, both in the past, and potential changes in the future are explored, as are people's levels of support for investment in different types of intervention.
- 5.4 Whilst it is clear that there are variations in the data based on a number of different characteristics, there are some clear trends in terms of satisfaction with the transport network in the county. In particular, one of the themes that has become apparent is the 'lack of transport choice' for some people responding to the engagement.
- 5.5 Whilst the headline results provide a very broad level of detail, there is a great deal more information provided in the appended report, and further to that, the consultation appendix developed by WSP on our behalf. The consultation appendix, plus further bespoke data analysis, is available from the Transport Planning team on request.
- 5.6 It is recommended that the Corporate Director, Environment, in consultation with the Executive Member for Highways and Transportation, approves the report contained in appendix A and agree its publication.

## **6.0 NEXT STEPS**

- 6.1 Officers will continue to develop the LTP in line with the actions set out above. In addition to this, officers will now begin work on policy and strategy formulation based on the findings from the engagement thus far, the evidence gathered, and the findings of the Quantifiable Carbon Reduction Plan.

## **7.0 CONTRIBUTION TO COUNCIL PRIORITIES**

- 7.1 The Local Transport Plan is a statutory requirement, and part of the Council's policy framework.

## **8.0 ALTERNATIVE OPTIONS CONSIDERED**

- 8.1 The Council, as local transport and highway authority for North Yorkshire, is required to have an up-to-date Local Transport Plan in place, and Government in 2022 requested that all authorities ensure this be in place by the end of this Parliament. The ongoing development of the new LTP will allow the council to meet that requirement as best we can, given the delay in publication of the LTP guidance by Government. It will also help to bring the LTP in line with other key strategic plans and policies. Alternative options in terms of

developing a new plan were considered at the outset of this process, but it was agreed that development of a new plan was the most appropriate option in the case of our LTP, which was last published in 2016.

## **9.0 IMPACT ON OTHER SERVICES/ORGANISATIONS**

9.1 Officers continue to work with partners, both internal and external, to ensure that LTP is aware of, and where appropriate, aligned to other key policy and strategy documents, and programmes.

## **10.0 FINANCIAL IMPLICATIONS**

10.1 Development of the LTP is a core function of the Council and a statutory duty. Where additional funding is required beyond existing budgets, it will be reported through the appropriate channels. In 2022, the DfT granted capacity funding of £178,570 to the council to support development of a new LTP by the end of this parliament. Currently no additional funding is expected to be required. This is being delivered within existing staffing resource with the capacity funding being used to fund consultant support and necessary expenditure such as consultation costs.

## **11.0 LEGAL IMPLICATIONS**

11.1 There are no specific legal implications arising from this report.

## **12.0 EQUALITIES IMPLICATIONS**

12.1 There are no equalities implication arising from this report. A full EIA will be undertaken as part of the Local Transport Plan itself. See Appendix B

## **13.0 CLIMATE CHANGE IMPLICATIONS**

13.1 There are no climate change implications arising from this report. However, the LTP itself will have a focus on climate change and the environment, including a quantifiable carbon reduction plan, and officers from Transport Planning are liaising with relevant colleagues as part of the development of the new plan. A full strategic environmental impact assessment will also be undertaken as part of the new LTP. See Appendix C

## **14.0 POLICY IMPLICATIONS**

14.1 The Local Transport Plan is a statutory requirement, and part of the Council's policy framework.

## **15.0 RISK MANAGEMENT IMPLICATIONS**

15.1 A full risk register will be developed as part of the new Local Transport Plan.

## **16.0 REASONS FOR RECOMMENDATIONS**

16.1 So that the Corporate Director, Environment, and the Executive Member for Highways and Transportation are aware of the latest progress on the development of the LTP.

16.2 So that the Corporate Director, Environment, in consultation with the Executive Member for Highways and Transportation, can make comments on the proposed feedback report and approve its publication.

## **17.0 RECOMMENDATIONS**

- 17.1 That the Executive Member for Highways and Transportation and the Corporate Director of Environment accept the progress report on developing a new Local Transport Plan
- 17.2 That the Corporate Director, Environment, in consultation with the Executive Member for Highways and Transportation, approves the report setting out the Let's Talk Transport public engagement findings contained in appendix A and agree its publication.

### **APPENDICES:**

Appendix A – Let's Talk Transport Feedback report  
Appendix B – Equalities impact assessment  
Appendix C – Climate Change impact assessment

**BACKGROUND DOCUMENTS:** None

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18 December 2023

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Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

# Let's Talk Transport

**N.B. this word document is for sign off purposes only – a public facing document is being produced by NYC design team for publication pending Env Exec approval on 18 Dec.**

## Foreword

This report outlines the findings of the Let's Talk Transport survey, which took place from May to July 2023. This was the first stage of asking for input from North Yorkshire residents, to help inform the new North Yorkshire Local Transport Plan (LTP).

We have a vision to build on North Yorkshire's natural assets, strong local economy and resilient communities, to improve the way local services are delivered and support a good quality of life for all. We are the geographically largest council in the country, with a mix of rural, urban and coastal communities, all of which have common challenges but also competing and differing needs.

Therefore, a strong community voice is essential. Let's Talk North Yorkshire, which launched in autumn 2022, is our continued commitment to listen and engage with you, hearing your views on key strategic decisions and empowering your voice.

We asked for your input as part of Let's Talk to help inform the new LTP for North Yorkshire. This will be a key policy for North Yorkshire Council, which requires a thorough and extensive understanding of the issues, and ongoing engagement and consultation with councillors, stakeholders and the public before it can be put forward for adoption by the council.

It is a long-term plan, which will outline the transport policies and proposals necessary to improve transport connectivity and choice across North Yorkshire. The plan will demonstrate very clearly how those transport proposals will make a significant contribution to meeting North Yorkshire's carbon net zero ambitions. It will also sit alongside the City of York LTP to help underpin the Strategic Transport Plan that will be the responsibility of the new York and North Yorkshire mayor.

To help inform the first draft of the LTP, we wanted to learn about your experiences of travelling in North Yorkshire - how you travel now and how you might like to travel in the future.

This report outlines what you told us as part of this initial conversation:

- There are low levels of satisfaction with the current transport system in North Yorkshire
- Availability and reliability of travel, affordability, road safety and impact of transport on climate changes are of most concern
- Measures to encourage more use of public transport and more walking and cycling, and traffic and highway infrastructure are seen as being most effective in tackling transport issues
- There are significant differences in results and feedback across the county.

This feedback will help shape the first draft of the strategic transport plan, which will then be shared – residents will then have chance to feedback as part of a formal consultation.

4,817 people took part in the Let's Talk Transport survey and a further 99 organisations also gave us feedback. We are grateful to everyone who took the time to take part in this conversation by completing an online or paper survey or by getting in touch in another way.

We are committed to continuing the conversation and we hope you will keep on sharing your views via our digital engagement platform, which you can subscribe to [here](#). In return, we are committed to listening, and to doing everything we can to advocate for North Yorkshire, delivering the best possible opportunities for people and communities here.

Cllr Carl Les  
Leader,  
North Yorkshire Council

Cllr Keane Duncan  
Executive member for highways and transport

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## 1.0 Key findings

### Overall

- A total of 4,817 responses were received for the Let's Talk Transport engagement survey, and the number of responses means we can be confident that the survey results reflect the views of people in North Yorkshire.
- Responses were received from people who live and work within all areas across North Yorkshire, although people from Selby & Ainsty are underrepresented in the responses.
- Older people are also overrepresented and younger people underrepresented in the responses.
- A stakeholder survey was also sent out and 99 responses were received from stakeholder organisations.
- The results obtained from these surveys and summarised in this report will be used to help the council to develop its Local Transport Plan and direct interventions for future improvements to transport provision.

### Getting around in North Yorkshire

The survey responses show the most common ways of getting around are:

- walking (80% say they walk daily or several times a week)
- diesel or petrol car (68% use this daily or several times a week)
- bus, including park and ride (18% daily or several times a week)
- electric /hybrid car or van (15% daily or several times a week)
- cycling (13% daily or several times a week).

### Changes to travel habits

- Many people report no change in their current travel habits, compared to three years ago. However, the survey suggests one of the biggest changes has been a shift to home-based activities. Nearly half the responses are from people saying they now work from home (49%) and now use home delivery rather than travelling to the shops (48%).
- Many people do not expect their travel habits to change much over the next three years, although use of public transport (34%) and cycling (32%) are the two travel habits most expected to increase. Use of the car is the habit most expected to decrease (22%).

### Satisfaction with transport system in North Yorkshire

- The responses show low levels of satisfaction with the transport system, with 59% feeling that the system does not meet their needs very well or at all well. Some 16% of responses say the system meets their need very or quite well.
- People from the more urban areas (large town or city) are more likely to rate the transport system as meeting their needs very or quite well (20%), while those from the most rural areas (isolated house or small group of houses) are less likely to rate the system as meeting their needs very or quite well (12%).

### Transport concerns

More than half the responses received identified the following as being always or often a concern:

- Availability and reliability of travel (77% of responses)
- Affordability of travel (62%)
- Road safety (60%)
- Impact of transport on climate change (56%).

### Effectiveness of measures to tackle transport issues

When asked how effective potential measures aimed at addressing transport challenges in North Yorkshire would be, more than half of the responses rated the following measures as very effective or somewhat effective:

- Measures to increase more use of public transport (62%)
- Traffic and highway infrastructure improvements (60%)
- Measures to encourage more walking and cycling (57%).

Discouraging car use was the measure considered least likely to be effective (30%).

### Using the survey results to develop the Local Transport Plan (LTP)

- The LTP sets out strategy, policy, and investment plans for transport across the county. It is part of the Council's Policy Framework, requiring thorough and extensive understanding of the issues, policy formulation and ongoing engagement and consultation with councillors, stakeholders and the public before adoption by full Council.
- The results of the engagement activities have given some clear indications of what residents and stakeholders would like the council to focus on for the new LTP in North Yorkshire. These will be used in future planning and setting the vision and objectives of the new LTP to meet the transport needs of communities across the county.
- This work includes further analysis of the engagement results and formulation of possible policy approaches, including a review of the previous LTP and development of a draft Strategic Transport Plan, jointly with City of York Council.



## 2.0 Introduction

North Yorkshire Council (NYC) carried out an initial Let's Talk Transport engagement during the summer of 2023.

The engagement comprised of a survey to be completed by the public, and a further questionnaire to survey stakeholder organisations. Together, the engagement activities were intended to help develop and refine the new Local Transport Plan (LTP) for the county, by understanding travel patterns, planned changes to travel behaviour and views on the effectiveness of interventions proposed to tackle transport issues in North Yorkshire. NYC is being supported by WSP to analyse responses to the surveys received. In addition to the questionnaires, a series of events were undertaken, involving face to face engagement, giving the opportunity for queries to be raised and answered in person.

'Let's Talk Transport' forms part of the council's wider 'Let's Talk North Yorkshire' engagement campaign, with the aim of gathering insight and data to support informed decision making and setting local strategy for the county.

In total, **4,916 responses** were received, comprising **4,817 responses** to the main Let's Talk Transport survey and **99 responses** to the bespoke stakeholder survey. The results obtained, and summarised in this report, will be used to help NYC in setting its Local Transport Plan and directing interventions for future improvements to transport provision.

## 3.0 Summary of results

### 3.1 Getting around North Yorkshire

People were asked how they used various modes of transport for their journeys within North Yorkshire. The results are shown in figure 1, with people able to answer for as many or as few of these modes as they wished.

The results indicate that a considerable proportion of respondents walk daily, or at least several times per week. This is the most frequently used mode, followed by travelling by diesel or petrol car – with almost a third doing so daily.

**Figure 1: How often do you use the following ways of getting around in North Yorkshire?**



### 3.2 How well do you feel the transport system in North Yorkshire meets your needs.

The results in figure 2 show that 59% of people are not satisfied with the transport system in North Yorkshire while 16% feel it works well and 25% gave a neutral response.

**Figure 2: How well do you feel the transport system in North Yorkshire meets your needs? (n=3441)**



**3.2.1 Area Constituency Committee (ACC)**

The results show a similar pattern when analysed by ACC, with an overall majority of responses from all ACC areas feeling that the transport system does not meet their needs well.

The Harrogate & Knaresborough ACC has the lowest proportion of responses that feel the system does not meet their needs (51%) and the highest proportion that feel the system meets their needs very or quite well (23%).

The Selby & Ainsty ACC has the highest proportion of responses that feel the system does not meet their needs (67%) and the lowest proportion who feel it does meet their needs (11%).

**Figure 3: How well do you feel the transport system in North Yorkshire meets your needs by ACC**



**3.2.2 Area type**

Responses were analysed according to the character of where the respondent lives. For all types of areas, a majority of responses say that the transport system does not meet their needs very well or not at all well. However, responses from people from large town/city or small town environments are more likely to consider that the transport system meets their needs (21% well overall in large town/city and 18% well overall in small towns). Those in isolated areas are the least likely to say that the system meets their needs (12% well overall, while a combined 67% say not well overall).

**Figure 4: How well do you feel the transport system in North Yorkshire meets your needs by area type**



**3.2.3 Age**

The results suggest those in younger age groups are less likely to say the transport system does not meet their needs, with the proportion increasing slightly towards the older age groups.

In all groups except the 16-29 age group, a majority of people that feel the transport system does not meet their needs. The most positive group are those between 16-29 years of age, who have the largest proportion of respondents that feel the transport system meets their needs (8% said very well and 16% said quite well).

**Figure 5: How well do you feel the transport system in North Yorkshire meets your needs by age group**



**3.2.4 Gender**

Female respondents are slightly more likely to consider that the transport system in North Yorkshire does not meet their needs (64%), compared with male respondents (55%).

**Figure 6 – How well do you feel the transport system in North Yorkshire meets your needs by gender**



**3.2.5 Disability**

Responses from people considering themselves to be disabled or to have a long-term, limiting condition suggest they are more likely to report that the transport system serves them not at all well or not very well (66% in total), compared to from those without a disability (58%).

**Figure 7 – How well do you feel the transport system in North Yorkshire meets your needs by disability****3.3 Changes to travel behaviour**

People were asked about how their travel habits compare with three years ago and given the opportunity to give more details about the changes they have made.

Many people say their travel habits are the same, although there has been a shift towards more home-based activities. Almost half of respondents say they now work or study from home (49%) or use home delivery rather than travelling to the shops (48%) more than they did three years ago. This may be explained by the changes to working and shopping patterns that resulted from the restrictions put in place during the Covid pandemic, leading to behavioural shifts in wider society.

**Figure 8: How do your current travel habits compare to three years ago?**

Respondents were given an opportunity to explain more about the changes they had made, including the reasons behind those changes. The table below presents the most common themes for these comments.

**Figure 9: Most common theme for comments about why changes have been made**

Theme	Count of comments
Now working from home / remote working	283
Retired from work	265
I haven't made any changes / no difference	194
Walking more (generally)	176
Lack of bus service / poor availability / sparse network	174
Using public transport more (generally)	164
Now hybrid working	162
Mobility impaired / mobility issue / health issues preventing travel	154
Need to drive due to no alternative	152
Bus services are poor / unreliable	148
Driving less (generally)	144
Train services are poor / unreliable	134
Shopping online more / Using home delivery	113
Recently moved home	98
Buses aren't frequent enough	91
Bus service has been reduced / removed	87
Changed behaviour due to Covid	86
Less socialising / going out less	76
Localised transport issue	70
Cycling more (generally)	69

People were asked how they expect their travel habits to change over the next three years. The results in figure 10 show that many people do not expect their travel habits to change, with over half of responses in all categories stating that they feel these will remain the same. Use of public transport (34%) and cycling (32%) are the two travel habits that are expected to increase most in the next three years, while use of the car is the habit expected to see the greatest decrease (22%).

**Figure 10: How do you expect habits to change in the next three years, compared to today?****3.4. Transport concerns in North Yorkshire**

When asked about their travel-related concerns, more than half the responses received identified the following as being always or often a concern:

- Availability and reliability of travel (77% of responses)

- Affordability of travel (62%)
- Road safety (60%)
- Impact of transport on climate change (56%).

**Figure 11: How many of the following are a concern to you in North Yorkshire?**



The table below shows the most common themes for comments on the main concerns among respondents and the reasons for expected changes to travel behaviour in the next three years.

**Figure 12: Comments in relation to explaining answers on concerns or expected changes to travel habits**

Theme	Count of comments
Lack of bus service / poor availability / sparse network	199
Bus services are poor / unreliable	181
Roads in area are congested / traffic problems	155
Train services are poor / unreliable	152
Concerned about the environment / climate change	142
I have no choice but to drive	136
Concerned about lack of access to healthcare / medical services	128
Buses aren't frequent enough	126
Concerned about isolation of elderly / older people	106
Concerned about isolation of those living in rural areas / countryside	101
Reduction / removal of bus service	81
Localised issue with bus provision	80
Concerned about poor driver behaviour (e.g. speeding, safe overtaking of cyclists)	79
I plan to use public transport more if provision is improved	78
Doesn't feel safe to walk / cycle	75
Trains are too expensive / high fares	74
Localised issue with roads / traffic	74
Criticism of transport in North Yorkshire (e.g. unreliable, disconnected)	68
Buses finish too early	67
Lack of train service / poor availability	65

### 3.5 Views on the effectiveness of potential measures in tackling transport issues

When asked how effective potential measures aimed at addressing transport challenges in North Yorkshire would be, more than half of the responses rated the following measures as very effective or somewhat effective:

- Measures to increase more use of public transport (62%)
- Traffic and highway infrastructure improvements (60%)
- Measures to encourage more walking and cycling (57%).

Discouraging car use was the measure considered least likely to be effective (30%).

**Figure 13: How effective do you think the following will be in tackling transport issues in North Yorkshire?**



There are some differences in the results for individual ACCs, and these include the following examples:

- Measures to discourage car use are particularly considered ineffective by those from Selby & Ainsty (77%). People from Selby & Ainsty are also less likely to rate as effective measures to promote electric vehicles (36%) and to cut travel altogether and offer alternatives (32%).
- In Thirsk & Malton, around two-thirds of responses considered that encouraging use of public transport would be an effective measure (66%). People in this area are also very supportive of the effectiveness of measures to encourage more walking and cycling (64%).
- In Richmond, nearly two-thirds of responses considered traffic and highway infrastructure improvements as effective (64%).
- People in Harrogate & Knaresborough are most likely to rate as effective measures to discourage car use (34%) and to promote electric vehicles (45%).

There are also other differences in the views of different groups. These include:

- Rural respondents are less likely to consider measures to discourage car use effective when compared to those from urban areas.
- Younger respondents appear to be more likely to feel that measures to promote electric vehicles would be effective in tackling transport issues. The same is evident for measures that cut travel altogether and offer alternatives.
- Traffic and highway infrastructure improvements have widespread support as an effective method to tackle transport issues in North Yorkshire, with there being some evidence that this is stronger among younger people.
- Measures to encourage more use of public transport are particularly considered effective among young people, likewise with measures to encourage walking and cycling.

### 3.6 Further comments

People were asked if there was anything else they wished to say about their experience of travel in North Yorkshire, and the table below summarises the most common themes from these further comments

**Figure 14: Most common comment themes for further comments on experience of travel in North Yorkshire**

Theme	Count of comments
Concerned about lack of alternative to car use (generally)	233
Bus services are poor / unreliable	222
Buses aren't frequent enough	194
Lack of bus service / poor availability / sparse network	191
Criticism of transport in North Yorkshire (e.g. unreliable, disconnected)	182
Concerned about lack of connectivity to rural areas	181
Criticism of road conditions (e.g. maintenance / surface condition etc.)	165
Localised issue with road network (including road needing upgrade)	147
Train services are poor / unreliable	132
Criticism of NYC / UK government / Public Transport Operators / Police	118
Localised issue with bus provision	93
Buses finish too early	93
Criticism of existing cycling facilities	79
Trains are too expensive / high fares / need lower fares	76
Suggest hard measures to improve cyclist safety (e.g. segregation, dedicated lanes, new infrastructure)	74
Public transport services are poor / unreliable	73

Lack of EV (electric vehicles) charging infrastructure	68
Lack of train service / poor availability	66
Concerned about lack of access to essential services (e.g. medical / education etc.)	64
Bus service has been removed / no more service	63

## 4.0 Results of stakeholder survey

A total of 99 responses were received from stakeholder organisations. Over half of these respondents identified as representing a parish council, while the second largest group were those representing businesses.

**Figure 15: What type of organisation are you?**



### Local Transport Plan priorities

Respondents were asked about three national priorities and how these related to the LTP. These national priorities are:

- Reducing carbon
- Improving transport for the user
- Improving the economy

When asked to rank the three national priorities in relation to the Local Transport Plan, stakeholder organisations ranked improving transport for the user as the highest priority (49 responses), followed by reducing carbon (27 responses) and then improving the economy (11 responses).

**Figure 16: Stakeholder ranking of 3 national priorities in our new LTP**



Stakeholders were then asked to identify what would be effective in delivering these priorities, and the tools that had the greatest combined support (strong support and support) among stakeholders were:

- Increased subsidy of bus services (89% strongly support or support this)
- Improved management of street works (89%)
- Investment in home to school travel (88%)
- Improved highway maintenance (87%)
- Improved walking routes (86%)
- Improving ticketing (84%)
- Improved information products (81%)
- More flexible transport options (80%)
- Travel behaviour/travel options advice (78%)
- Improved digital connectivity (77%) and
- Park and ride (75%).

The most popular stakeholder comments about what is good about the transport network in North Yorkshire relate to train and bus services being good and punctual and the roads are well maintained and repaired.

However, the most common stakeholder comments on transport issues of the greatest concern are about bus services (generally), road maintenance issues (including potholes and blocked drains), lack of rural bus and train services and poor connectivity to key services, and speeding vehicles.

Stakeholders wanted the council to focus greater on:

- Collaborating with neighbouring authorities where roads cross county boundaries
- Bus service quality (reliability and punctuality) and provision (frequency, better buses, routing)
- Improvements to the road network, better maintenance, and provision of safety measures (e.g. cats' eyes)
- Reasonable bus fares

- Rail service provision in rural areas and maintaining rural connectivity and access to essential services.

### Stakeholder Emails

In addition to the responses received via the stakeholder survey, 17 written responses were received from various stakeholder groups across North Yorkshire. Several groups cited issues relating to the existing transport network. Among the responses received, some of the most raised issues included:

- Irregular and infrequent bus services.
- Concerns over the decline in bus provision across the county and withdrawal of services. A lack of evening, weekend and Sunday bus services was also raised; this was considered to serve as a major deterrent to bus use. *[Although one group noted the Sunday bus network in particular areas is good.]*
- Concerns about the condition of roads, as well as delays and congestion on the road network. Road safety and speeding vehicles is an issue for several groups.
- Issues with rail connectivity along the east coast.
- One group commented that the trains do not have enough space to accommodate bicycles.
- A lack of EV charging across North Yorkshire was cited as an issue among several groups.
- Issues for elderly people when travelling in North Yorkshire.
- One group commented on the DalesBus network, noting this is ran by volunteers and receives no funding from NYC. As a result, the future of DalesBus is uncertain, despite the network currently providing significant benefits to the local community.

## 5.0 Next steps

The results of the engagement activities have made some clear indications of what residents and stakeholders would like the local authority to focus on for the new LTP in North Yorkshire. These will be used in future planning and setting the vision and objectives of the new LTP to meet the transport needs of communities across the county.

It's anticipated that there will be more engagement, and ultimately a public consultation on the draft LTP. But engagement with stakeholders and key partners will continue as the new plan is developed.

## Appendix 1

### Let's Talk Transport's Survey response characteristics

This section of the report provides details of the demographic information collected from people responding to the survey. This information has been used to determine the extent to which the sample is representative of the wider North Yorkshire population and to analyse the views of different demographic groups.

#### 1.1 Geographical area – Area Constituency Committee (ACC)

People were asked for their postcodes in the survey, and this information was used to identify the Area Constituency Committee (ACC) in which they live. The chart below compares the distribution of responses with the breakdown of population (age 16+) by ACC across North Yorkshire.

Figure 17: Survey responses and population by ACC



The proportions of responses from Harrogate & Knaresborough, Scarborough & Whitby, and Thirsk & Malton are broadly in line with their respective populations. Selby & Ainsty is underrepresented while Richmond and Skipton & Ripon are overrepresented in the survey responses.

There were also 167 responses from people living outside North Yorkshire (usually in places bordering the county).

The location of a further 1,469 responses is not known because this information was not provided or was incomplete.

Figure 18: Responses by ACC

Area Constituency Committee	Responses	% sample
Harrogate & Knaresborough	547	17%
Richmond	653	21%
Scarborough & Whitby	454	14%
Selby & Ainsty	384	12%
Skipton & Ripon	626	20%
Thirsk & Malton	517	16%
Total	3181	100%
Outside North Yorkshire*	167	
Total response	3348	
No response	1469	

People were also asked to describe the type of area they live. Most responses were received from people living in a small village (32%) or a small town (29%).

Figure 19: Responses by type of area

How would you describe the area you live in?	Responses	% sample
Large town/city	447	13%
Small town	970	29%
Larger village or edge of town	635	19%
Small village	1073	32%
Isolated house or part of a small group of houses	198	6%
Total response	3323	100%
No response	1494	

## 1.2 Age group

The chart below compares the distribution of responses with the breakdown of population (age 16+) by age group across North Yorkshire

Figure 20: Survey responses and population by age group



People in the 50 to 64 and 65 to 74 years age groups make up the highest proportions of responses (31% and 32% respectively), and these are higher than the population of North Yorkshire for these age groupings (27% and 16% respectively). The 16 to 29, 30 to 39, 40 to 49 years age groups are underrepresented, despite efforts to target younger age groups in the campaign. Again, a significant number of people (1,247) did not provide details of their age.

Figure 21 Responses by age group

What is your age group?	Responses	% sample
16-29	122	3%
30-39	193	5%
40-49	334	9%
50-64	1107	31%
65-74	1142	32%
75+	638	18%
Prefer not to say	34	1%



Total response	3570	100%
No response	1247	

### 1.3 Gender

There are more responses from people identifying as female (56%) than male (42%), with 2% preferring not to say and a small number (10) describing themselves in another way. Information on gender was not provided for 1,465 responses.

ONS (Office for National Statistics) 2021 Census data shows 51% of the total population (all ages) in North Yorkshire are female and 49% are male.

Figure 22 Responses by gender

Are you? (Gender)	Responses	% sample
Female	1873	56%
Male	1409	42%
I describe myself in another way	10	<1%
Prefer not to say	60	2%
Total response	3352	100%
No response	1465	

### 1.4 Disability

The data available on disability and long-term limiting health conditions suggests that the survey sample is also broadly representative of the wider North Yorkshire population.

Some 18% (565 people) consider themselves to be a disabled person or have a long-term limiting condition.

Figure 23: Responses by disability

Do you consider yourself to be a disabled person or to have a long-term, limiting condition?	Responses	% sample
Yes	565	18%
No	2433	79%
Prefer not to say	94	3%
Total response	3092	100%
No response	1725	

ONS data shows 18% of the North Yorkshire population are disabled under the Equality Act (with nearly 7% saying their day-to-day activities are limited a lot and nearly 11% saying they are limited a little).

### 1.5 Ethnicity

The data available on ethnic group suggests that the sample is representative of the wider North Yorkshire population. Based on a total of 3,046 responses to this question, some 98% of these responses (2,996) were from people saying their ethnic group is White (all groups).

The survey sample included responses from people saying their ethnic group is: Asian/Asian British (0.2%), mixed and multiple ethnic groups (1%), Other ethnic group (1%) and Black/African/ Caribbean/Black British (0.1%), Arabic (0.1%) and Gypsy/Traveller (0.1%).

The 2021 Census data shows the population of North Yorkshire is 96.7% White, 1.4% Asian/Asian British, 1.1% Mixed or Multiple ethnic groups, 0.5% other ethnic group, and 0.4% Black/Black British, Caribbean or African.

## Appendix 2 – Let’s Talk Transport tables of results

The data tables below show the overall survey results for each response option in the Let’s Talk Transport Survey.

**Q. How often do you use the following ways of getting around North Yorkshire? (Responses)**

	Daily	Several times a week	Weekly	Several times a month	Several times a year or less	Never used	Responses
Walking	2116	1074	291	199	206	132	4018
Diesel or petrol car	1230	1394	417	211	148	486	3886
Electric/hybrid car/van	183	278	58	30	59	2537	3145
Bus including park & ride	136	516	377	575	1456	699	3759
Cycling	121	314	203	181	579	1970	3368
Diesel/petrol HGV/van	88	93	43	46	120	2648	3038
Mobility scooter/wheelchair	39	38	11	18	39	2989	3134
Train	30	121	182	480	2101	658	3572
Taxi or other cab	23	56	82	177	1477	1488	3303
Motorcycle/moped	6	34	41	33	72	2955	3141

**Q. How often do you use the following ways of getting around North Yorkshire? (%)**

	Daily	Several times a week	Weekly	Several times a month	Several times a year or less	Never used
Walking	53%	27%	7%	5%	5%	3%
Diesel or petrol car	32%	36%	11%	5%	4%	13%
Electric/hybrid car/van	6%	9%	2%	1%	2%	81%
Bus including park & ride	4%	14%	10%	15%	39%	19%
Cycling	4%	9%	6%	5%	17%	58%
Diesel/petrol HGV/van	3%	3%	1%	2%	4%	87%
Mobility scooter/wheelchair	1%	1%	0.4%	1%	1%	95%
Train	1%	3%	5%	13%	59%	18%
Taxi or other cab	1%	2%	2%	5%	45%	45%
Motorcycle/moped	<1%	1%	1%	1%	2%	94%

**Q. How well do you feel the transport system in North Yorkshire meets your needs?**

	Responses	%
Very well	91	3%
Quite well	450	13%
Neutral	855	25%
Not very well	1176	34%
Not at all well	869	25%
Total responses	3441	
No response	1376	

**Q. How do your current travel habits compare to three years ago? (Responses)**

	More	The same	Less	Responses
Cycling	401	1063	445	1909
Travelling generally	659	2239	1277	4175

Using home delivery rather than travelling to the shops	1597	1360	391	3348
Using my car	730	1990	1127	3847
Using public transport	923	1843	1112	3878
Walking	1389	2433	443	4265
Walking to school/college, myself or with young people	136	382	126	644
Work or study from home	1074	854	266	2194

Excludes not applicable to me responses

**Q. How do your current travel habits compare to three years ago? %**

	More	The same	Less
Cycling	21%	56%	23%
Travelling generally	16%	54%	31%
Using home delivery rather than travelling to the shops	48%	41%	12%
Using my car	19%	52%	29%
Using public transport	24%	48%	29%
Walking	33%	57%	10%
Walking to school/college, myself or with young people	21%	59%	20%
Work or study from home	49%	39%	12%

Excludes not applicable to me responses

**Q. How do expect habits to change in the next three years, compared to today? Responses**

	More	The same	Less	Responses
Cycling	427	1603	571	2601
Travelling generally	556	1908	404	2868
Using home delivery rather than travelling to the shops	75	310	82	467
Using my car	923	1412	355	2690
Using public transport	442	823	116	1381
Walking	735	1933	211	2879
Walking to school/college, myself or with young people	532	1625	163	2320
Work or study from home	216	1078	188	1482

Excludes not applicable to me responses

**Q. How do expect habits to change in the next three years, compared to today? %**

	More	The same	Less
Cycling	15%	73%	13%
Travelling generally	16%	66%	18%
Using home delivery rather than travelling to the shops	16%	62%	22%
Using my car	19%	67%	14%

Using public transport	23%	70%	7%
Walking	26%	67%	7%
Walking to school/college, myself or with young people	32%	60%	8%
Work or study from home	34%	52%	13%

Excludes not applicable to me responses

**Q. How many of the following are a concern to you in North Yorkshire? (responses)**

	Never a concern	Rarely a concern	Sometimes a concern	Often a concern	Always a concern	Responses
Affordability of travel	139	278	639	678	1028	2762
Air and noise pollution arising from traffic	239	536	741	566	688	2770
Availability and reliability of travel	78	160	407	683	1482	2810
Difficulty reaching services such as shops and health facilities	384	607	611	466	734	2802
Impact of transport on climate change	262	341	622	632	902	2759
Isolation from family and friends	599	699	695	339	419	2751
Poor digital connectivity	313	668	791	507	458	2737
Road safety	117	261	728	742	913	2761
Traffic congestion	149	453	847	651	679	2779

**Q. How many of the following are a concern to you in North Yorkshire? (%)**

	Never a concern	Rarely a concern	Sometimes a concern	Often a concern	Always a concern
Affordability of travel	5%	10%	23%	25%	37%
Air and noise pollution arising from traffic	9%	19%	27%	20%	25%
Availability and reliability of travel	3%	6%	14%	24%	53%
Difficulty reaching services such as shops and health facilities	14%	22%	22%	17%	26%
Impact of transport on climate change	9%	12%	23%	23%	33%

Isolation from family and friends	22%	25%	25%	12%	15%
Poor digital connectivity	11%	24%	29%	19%	17%
Road safety	4%	9%	26%	27%	33%
Traffic congestion	5%	16%	30%	23%	24%

**Q. How effective do you think the following will be in tackling transport issues in North Yorkshire? (responses)**

	Very effective	Somewhat effective	Somewhat ineffective	Very ineffective	Responses
Measures that cut travel altogether and offer alternatives	471	1175	1410	1374	4430
Measures to discourage car use	442	898	1500	1610	4450
Measures to encourage more use of public transport	1243	1600	994	727	4564
Measures to encourage more walking and cycling	657	1883	1201	745	4486
Measures to promote electric vehicles	421	1379	1488	1140	4428
Traffic and highway infrastructure improvements	995	1678	1132	644	4449

**Q. How effective do you think the following will be in tackling transport issues in North Yorkshire? (%)**

	Never a concern	Rarely a concern	Sometimes a concern	Often a concern	Always a concern
Measures that cut travel altogether and offer alternatives	5%	10%	23%	25%	37%
Measures to discourage car use	9%	19%	27%	20%	25%
Measures to encourage more use of public transport	3%	6%	14%	24%	53%
Measures to encourage more walking and cycling	14%	22%	22%	17%	26%
Measures to promote electric vehicles	9%	12%	23%	23%	33%
Traffic and highway infrastructure improvements	22%	25%	25%	12%	15%

Initial equality impact assessment screening form			
<p>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</p>			
Directorate	ENVIRONMENT		
Service area	Network Strategy		
Proposal being screened	REPORT TO ENVIRONMENT EXECUTIVE MEMBERS: NEW LOCAL TRANSPORT PLAN UPDATE.		
Officer(s) carrying out screening	Rebecca Gibson		
What are you proposing to do?	The report updates the Corporate Director and Executive Member on progress on developing the new Local Transport Plan, including a request for approval to publish the Let's Talk Transport feedback report.		
Why are you proposing this? What are the desired outcomes?	We are in the process of re-writing our Local Transport Plan, to meet the government's requirements of having a new, or revised, LTP in place by the end of this parliament. We have undertaken public and stakeholder engagement and now would like to publish the results of that engagement.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	Yes, rewriting the LTP is a significant piece of work, which will require staff and consultant support. However, it is also one of the key tasks of the Transport Planning team.		
<p><b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics</b></p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your <a href="#">Equality rep</a> for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	No	Yes	
Age	x		
Disability	x		
Sex	x		
Race	x		
Sexual orientation	x		
Gender reassignment	x		
Religion or belief	x		
Pregnancy or maternity	x		
Marriage or civil partnership	x		
<b>NYCC additional characteristics</b>			
People in rural areas	x		
People on a low income	x		

**APPENDIX B**

Carer (unpaid family or friend)	x		
Are members of the armed forces community	x		
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people’s access to public transport)? Please give details.	The proposal to develop a new LTP and consult on it, is specifically focussed on ensuring equitable engagement in developing the plan, and then in developing the measures that flow from it.		
<b>Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion.	It is unlikely to do so, under the current legislative framework.		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	X	Continue to full EIA:
<b>Reason for decision</b>	This screening relates to a report on progress, and to our Executive Member. A full EIA will be undertaken as part of the development of the LTP.		
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason		
<b>Date</b>	06/12/2023		

## Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk)

**Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:**

Planning Permission  
Environmental Impact Assessment  
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	REPORT TO ENVIRONMENT EXEC MEMBERS: NEW LOCAL TRANSPORT PLAN UPDATE
<b>Brief description of proposal</b>	The report updates the Corporate Director and Executive Member on progress of developing the new Local Transport Plan, and request approval to publish public engagement findings.
<b>Directorate</b>	Environment
<b>Service area</b>	Network Strategy
<b>Lead officer</b>	Louise Anne Neale
<b>Names and roles of other people involved in carrying out the impact assessment</b>	Rebecca Gibson, Senior Transport Planning Officer
<b>Date impact assessment started</b>	30.11.23



**Options appraisal**

**Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.**

This report provides an update on the development of the new LTP and the findings of the engagement undertaken so far.

The report is seeking to update the Corporate Director and Executive Member and to ask for approval to publish the feedback from the Let's Talk Transport Engagement.

**What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?**

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

The report provides an update on the development of the new LTP and the findings of the engagement undertaken so far. The LTP is a statutory plan, and development of the plan is covered by existing budgets.

APPENDIX C

<p>How will this proposal impact on the environment?</p> <p><b>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</b></p>	<p><b>Positive impact</b> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	x			<p><b>One of the requirements of the new LTP process is to develop a quantitative carbon reduction plan, which sits alongside the LTP. In addition, one of the government’s three policy objectives for the LTP is to reduce the impact of transport on the environment.</b></p>		
	Emissions from construction	x			As above		
	Emissions from running of buildings		x		As above		
	Other		n/a				
Minimise <b>waste</b> : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic		x			As above		
Reduce <b>water</b> consumption		x			As above		

APPENDIX C

<p>How will this proposal impact on the environment?</p> <p><b>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</b></p>	<p><b>Positive impact</b> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise <b>pollution</b> (including air, land, water, light and noise)</p>	<p>x</p>			<p>As above</p>		
<p>Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>	<p>x</p>			<p>As above</p>		
<p>Enhance <b>conservation</b> and wildlife</p>	<p>x</p>			<p>As above</p>		
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>	<p>x</p>			<p>As above</p>		
<p>Other (please state below)</p>						

**Are there any recognised good practice environmental standards in relation to this proposal?** If so, please detail how this proposal meets those standards.

As part of developing the new LTP, we will prepare a quantitative carbon reduction plan – this will be a key theme of the development of the plan and will set out how we intend to meet our obligations with regards to decarbonisation of the transport network. Further details on how we are approach this are yet to be published by the DfT, but a further report will be brought when that information becomes available.

**Summary** Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

There are limited findings from this CCIA because the assessment is of a report which is predominantly setting out progress to date and approaches towards developing a new LTP. Further work on the LTP is likely to be of greater relevance.

**Sign off section**

This climate change impact assessment was completed by:

<b>Name</b>	<b>Rebecca Gibson</b>
<b>Job title</b>	<b>Senior Transport Planning Officer - Projects</b>
<b>Service area</b>	<b>Network Strategy</b>
<b>Directorate</b>	<b>Highways and Transportation</b>
<b>Signature</b>	<b>Rebecca E. Gibson.</b>
<b>Completion date</b>	<b>30.11.23</b>

**Authorised by relevant Assistant Director (signature):** Barrie Mason

**Date:** 06/12/2023