

**Committee: ACCESS**  
**Date: 15 October 2009**

**Report: INITIAL CONSULTATION ON THE NORTH YORKSHIRE LOCAL  
TRANSPORT PLAN**

### **Purpose of the report**

1. The purpose of this report is to:
  - (a) provide members with information about the development of the latest Local Transport Plan for North Yorkshire
  - (b) agree a response to North Yorkshire County Council's (NYCC) initial consultation on the development of this plan.

### **Strategic Planning Framework**

2. The information and recommendation(s) contained in this report are consistent with the Authority's statutory purposes and it's approved strategic planning framework:

#### **National Park Management Plan**

AR6. Through sustainable travel partnerships increase the integration and use of sustainable transport modes for leisure and everyday life within and to the National Park...

### **Background**

3. Following the presentation at the last Access Committee members will be aware that the Government requires all Transport Authorities to have a new Local Transport Plan (LTP) in place immediately following the expiry of their current plan. Two LTPs have been produced so far: LTP1 which covered the period from 2000 to 2006 and LTP2 which was from 2006 to 2011.
4. Within the Local Transport Plan, Transport Authorities are required to develop policies for the encouragement of safe, integrated, efficient and economic transport to, from and within their area and to show how they will carry out functions so as to implement these policies. The Department of Transport has issued guidance on producing LTP3, (see [www.dft.gov.uk/pgr/regional/ltpl/guidance/localtransportplans/](http://www.dft.gov.uk/pgr/regional/ltpl/guidance/localtransportplans/)) one of the key recommendations is the integration of the Rights of Improvement Plan with LTP3.
5. There are also new requirements for the next round of Local Transport Plans to include identification of transport's contribution to 'climate change mitigation and adaptation'

alongside existing environmental appraisals. The 'New Goals' (subject to Government's consultation) to replace the LTP2 'Shared Priorities' will be:

- Tackling Climate Change
- Supporting Economic Growth
- Promoting Equality of Opportunity
- Contributing to Better Safety, Security and Health
- Improving Quality of Life.

6. North Yorkshire County Council's current LTP (LTP2) is operational until March 2011. The new plan (LTP3) will therefore come into force in April 2011 and will operate for five years, finishing in 2016. To meet this timescale the new plan should be finished by the summer 2010, and work has already begun on plan development.
7. It should be noted that whilst Cumbria County Council also have to produce a Local Transport Plan within a similar timescale, their process is currently lagging behind that of North Yorkshire County Council. The Authority will be formally consulted on the LTP for Cumbria in due course.

### **Stakeholder engagement and milestones**

8. The table below sets out the key milestones in the plan preparation for North Yorkshire:

<b>DATE</b>	<b>MILESTONE</b>
July – Sept 2009	Stage 1 public and stakeholder engagement
16 Sept 2009	Report to NYCC Transport & Telecommunications Overview & Scrutiny Committee
January 2010	Completion of consultation draft LTP3
Jan – Feb 2010	Stage 2 public and stakeholder engagement on consultation draft LTP3
Spring 2010	Engagement with NYCC Area Committees
June 2010	Completion of final draft LTP 3
July 2010	Scrutiny / Executive / County Council approval of LTP3
April 2011	Start of LTP3

9. North Yorkshire County Council are currently at Stage 1 - public and stakeholder engagement which includes:
  - Structured consultation about priorities by way of a questionnaire issued to councillors, stakeholders and the public.
  - Discussion with district councils, neighbouring authorities and key stakeholders such as Leeds City Region, Tees Valley City Region and National Park Authorities.

### **Questionnaire Consultation**

10. North Yorkshire County Council is consulting widely on the Local Transport Plan with; Parish Councils, Local Access Forums, the Yorkshire Dales National Park Authority and the Public via the County Council Web site and the North Yorkshire Times Free Newspaper. The discussion with the National Park Authority took place at the last

Access committee on July the 16<sup>th</sup> 2009. At that meeting Members were made aware of the questionnaire and it was agreed that this would be considered in detail at the next Access Committee.

11. Members of the Yorkshire Dales Access Forum (YDAF) have also discussed the questionnaire consultation at their meeting on 22<sup>nd</sup> of September. The YDAF's response is in the **Annex**. Members are asked to consider this response, and either endorse the views of the YDAF or suggest alternatives at the Access Committee meeting. The outcome of this discussion will provide the Authority's response to North Yorkshire County Council at this stage.

### **Financial implications**

12. There are no financial implications for the Authority as the development of the Local Transport Plan is the statutory responsibility of the county councils.

### **Conclusion**

13. The Local Transport Plans prepared by the County Council's are very important documents as they provide a bid to Government for resources to secure highway and transport improvements, in line with local priorities.

### **RECOMMENDATION**

14. It is recommended that members agree a consultation response to North Yorkshire County Council based on the YDAF response in the annex.

**Andy Ryland**  
**Transport and Visitor Management Officer**

September 2009

### **Background papers**

Minutes of the meeting of the Yorkshire Dales Access Forum held on 22 September 2009



## LOCAL TRANSPORT PLAN SURVEY

The Local Transport Plan (LTP) is a set of documents that the County Council is required by the Government to produce. The LTP sets out our plans and strategies for maintaining and improving all aspects of the local transport system over a set period of time, usually 5 years.

The current LTP finishes in March 2011 and as a result, we are now working on developing our 3<sup>rd</sup> LTP to cover the period from 2011 to 2016. To help us to understand what people in North Yorkshire may wish to see in the next LTP we would like you to answer the following questions. Please base your responses on what you think you would like to see **in the future (from 2011)**.

**PLEASE USE CAPITAL LETTERS OR MARK APPLICABLE BOXES WITH A CROSS**

**NB THE FOLLOWING RESPONSE COMES FROM THE YORKSHIRE DALES LOCAL ACCESS FORUM. THE QUESTIONNAIRE ANTICIPATES RESPONSES FROM INDIVIDUALS, RATHER THAN ORGANISATIONS, BUT WE HAVE INDICATED IN EACH SECTION THE FEATURES THAT, COLLECTIVELY, THE FORUM CONSIDERED TO BE IMPORTANT. AS ONE OF THE STATUTORY BODIES CONCERNED WITH ACCESS, WE ARE KEEN TO HAVE OUR VIEW REGISTERED. IF THE WAY WE HAVE RESPONDED GIVES YOU DIFFICULTY IN INPUTTING THE DATA, PLEASE LET US KNOW.**

<b>Q.1 Thinking about the future, please rank these objectives in order of which you think are the most important (with 1 being the most important)</b>			
			<b>Rank (1-6) 1 = Most Important</b>
A	Supporting the local economy	Providing and maintaining an efficient and reliable transport network which will improve prosperity for all people, including businesses and organisations	
B	Protecting the environment	Enhancing and protecting the natural and built environment, minimising the impact of emissions and noise and reducing our contribution to climate change	<b>1</b>
C	Ensuring better safety and health	Improving safety for all highway users, reducing the risk of death or injury arising through transport and promoting travel modes which are beneficial to health	
D	Improving accessibility	Ensuring equality of opportunity for all and allowing all members of society to fully participate in society by being able to access key services such as health, employment, education, food and quality recreation.	<b>1</b>
E	Improving quality of life	Minimising the impact of transport on people's lives whether through reducing emissions and noise or minimising congestion or by ensuring transport infrastructure does not adversely affect people.	

F	Other, please detail	
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<b>Q.2 Thinking about the 'local economy objective', how would you most like to see transport funding spent? Please rank, with 1 being the best way of meeting the challenge</b>		
		<b>Rank (1-6) 1 = Best</b>
A	Improving key transport links from North Yorkshire to key UK cities and international ports and airports	
B	Improving links from North Yorkshire to neighbouring counties	<b>1</b>
C	Improving links between towns and villages within North Yorkshire	<b>1</b>
D	Improving links for freight	
E	Improving transport systems in our towns so that congestion can be reduced	
F	Other, please detail There is a real need to further integrate different types of transport i.e. walking routes/cycling routes/private car use/public transport.	<b>1</b>

<b>Q.3 Thinking about the 'protecting the environment objective', how would you most like to see transport funding spent? Please rank, with 1 being the best way of meeting the challenge</b>		
		<b>Rank (1-6) 1 = Best</b>
A	Reducing unnecessary trips by motorised vehicles and encouraging use of more sustainable transport modes such as park and ride, cycling, scooters, public transport and walking, or more sustainable options for freight	<b>1</b>
B	Reducing the need to travel through providing services locally (health, food, training etc)	
C	Reducing the need to travel by ensuring that new developments and services are located close to residential areas (through the Planning system)	
D	Maximising re-use and recycling in construction	
E	Protecting the natural and built environment	<b>1</b>
F	Other, please detail	

<b>Q.4 Thinking about the 'ensuring better safety and health objectives', how would you most like to see transport funding spent? Please rank, with 1 being the best way of meeting the challenge</b>		
		<b>Rank (1-6) 1 = Best</b>
A	Using engineering measures to reduce accidents, such as introducing traffic calming, improving junction layouts, putting in new speed limits or adding additional lining on roads	
B	Using education to make people in general and, in particular, potentially vulnerable groups, aware of how they can reduce the risks they face, for example, campaigns targeted at drink drivers, or increasing use of seatbelts, cycling proficiency training for children and teaching people about how to drive safely at night or in bad weather.	

C	Working with the police and the crime and disorder partnerships to enforce traffic law.	
D	Promoting active travel such as walking and cycling	1
E	Reducing pollution from vehicles	
F	Other, please detail	

**Q.5 Thinking about the 'improving the accessibility objective', how would you most like to see transport funding spent? Please rank, with 1 being the best way of meeting the challenge**

		Rank (1-7) 1 = Best
A	Encouraging local delivery of services so that people have to travel less, (e.g. mobile shops and libraries, IT facilities providing education and training opportunities, local health facilities, shops and jobs)	
B	Improved bus and rail facilities and services	1
C	Improved community transport facilities and services	1
D	Improved facilities for pedestrians	1
E	Improved facilities for cyclists	1
F	Other, please detail <b>There is a real need to further integrate different types of transport i.e. walking routes/cycling routes/private car use/public transport.</b>	1

**Q.6 Thinking about the 'maintaining the roads and pavements objective', how would you most like to see transport funding spent? Please rank, with 1 being the best way of meeting the challenge**

		Rank (1-9) 1 = Best
A	Keeping roads that are already good quality maintained to a high standard	
B	Bringing poor quality road and pavement surfaces up to a good standard	
C	Maintaining main roads	
D	Maintaining local roads	
E	Maintaining pavements and pedestrian areas	
F	Maintaining cycleways	1
G	Keeping roads clear of snow and ice	
H	Making roads less noisy by using noise-reducing surfacing	
I	Other, please detail <b>The Yorkshire Dales Access Forum was particularly concerned that there are resources for maintenance of the public rights of way network.</b>	1

**Q.7** If you would like to make any other comments that you would wish us to consider in developing our plans and strategies for maintaining and improving all aspects of local transport, please detail below.

The Yorkshire Dales Access Forum was particularly concerned that the Local Transport Plan acknowledges the importance of the countryside, and especially National Parks, for recreation and the need to provide sustainable access to and within the countryside.

The Forum was also concerned that the Rights of Way Improvement Plan is explicitly acknowledged and fully integrated into both the Local Transport Plan and into funding allocations to ensure implementation of the Rights of Way Improvement Plan.

Members felt more could be done to integrate different modes of travel and transport – e.g. walking, cycling, public transport use and in particularly between different public transport services especially those that cross county boundaries.

<b>Q.8 Are you happy with your level of involvement in the LTP process?</b>		
		Please mark with a cross
A	Yes	
B	No	
C	If No, please explain:	

<b>Q.9 Would you like to be involved in future discussions?</b>		
		Please mark with a cross
A	Yes (if yes, please also answer Q.10)	
B	No	

<b>Q.10 If you would like to be involved further, how should we do this?</b>		
		Please mark with a cross
A	By Email (provide email address) _____	
B	By Phone (provide phone number) _____	
C	At a Public information event / exhibition	

<b>Q.11 Your Response...</b>		
	Please mark with a cross	Please provide details below
On behalf of an organisation		ORGANISATION NAME _____ CONTACT NAME _____