

North Yorkshire Local Transport Plan 2016-2045



Enter

North Yorkshire Local Transport Plan

Part 1 - Local Transport Plan 2016-2045





Devolution Note

At the time of writing this Local Transport Plan (Autumn 2015) the County Council along with other local authorities in Yorkshire are in discussions with central Government about the potential devolution of powers and funding to a combination of Yorkshire authorities. At present there are a number of different proposals being discussed all of which include some devolution and or transfer of the County Councils transport related powers to a new combined authority. These are mainly associated with the delivery of large scale strategic transport infrastructure improvements.

Whilst any successful devolution proposal would undoubtedly impact on the way in which the proposals set out in this Local Transport Plan would be delivered it is unlikely to fundamentally change the transport issues identified or the specifics that we aim to deliver as the problems and solutions will not be changed by devolution.

This Local Transport Plan (in particular, Part 3a - Strategic Transport) has been prepared with potential devolution in mind and as such will remain relevant whatever delivery mechanism results from the devolution proposals.



LTP Structure



1 - Local Transport Strategy

Vision

Our vision is that we want North Yorkshire to be a thriving county which adapts to a changing world and remains a special place for everyone to live, work and visit.

This is the shared Vision for the future of our County adopted in the North Yorkshire Community Plan by all the local authorities in North Yorkshire. The NYCC Council Plan further identifies the following five priorities where we can provide leadership and where intervention is needed to overcome some of the on-going issues that affect the lives of people within the county:

- Opportunities for young people
- Tackling loneliness and social isolation
- Transport links
- Economic opportunity for all parts of the county
- Broadband connectivity

These five key priorities guide all of the services that the County Council provide. This document, the fourth North Yorkshire Local Transport Plan (LTP4), sets out how the transport services and infrastructure provided by the County Council and partners aim to contribute towards our shared Vision and the five NYCC Council Plan priorities.



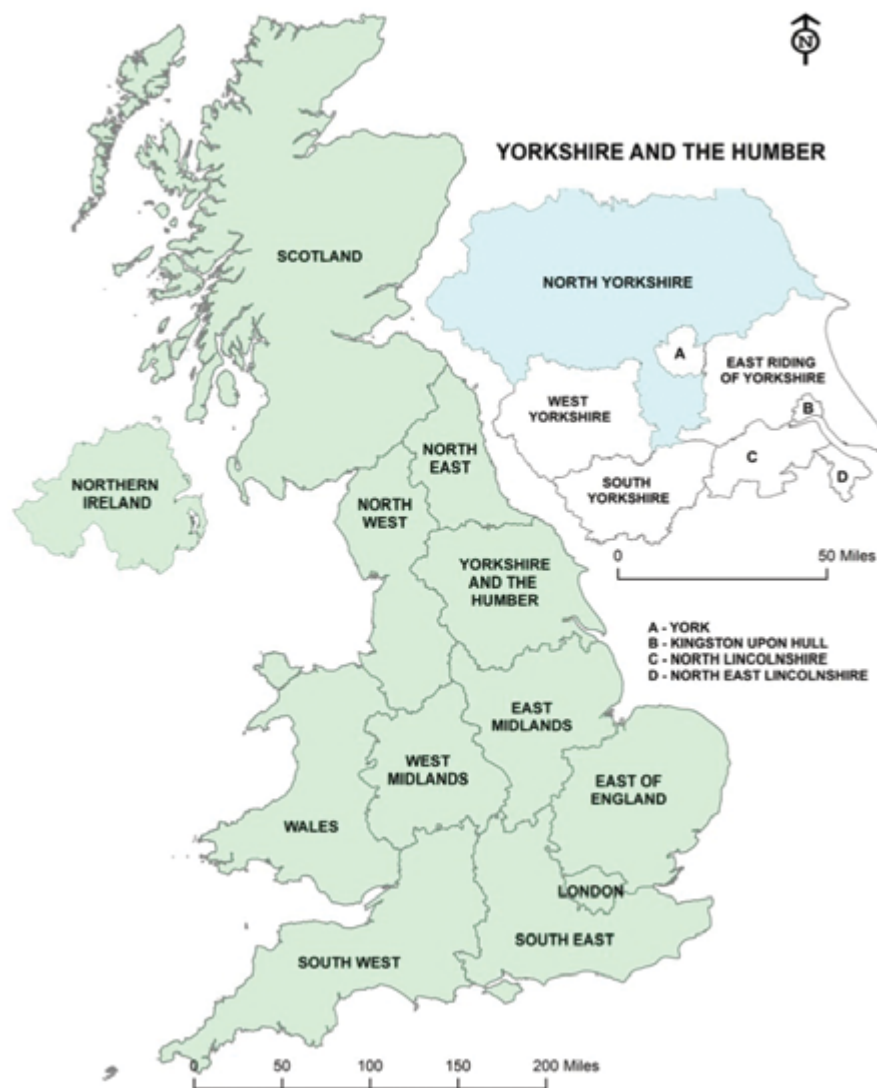
North Yorkshire

North Yorkshire is England's largest county and covers an area of 3,200 square miles (8,300km²).

Approximately 600,000 people live in the County, mainly in 28 main settlements spread around the County. There is also a very significant rural population living in smaller villages and communities.

There are approximately 5,600 miles (9,000km) of road, 2,700 miles (4,400km) of footway and over 2,000 bridges in North Yorkshire. North Yorkshire County Council is the Local Highway Authority for the County and is responsible for the management of most of these roads (excluding trunk roads and motorways such as the A1 and A64 which are managed by Highways England). The main transport networks (road and rail) are shown in Figure 1-2.

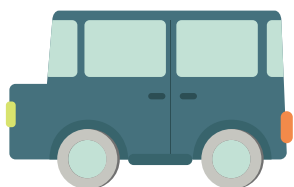
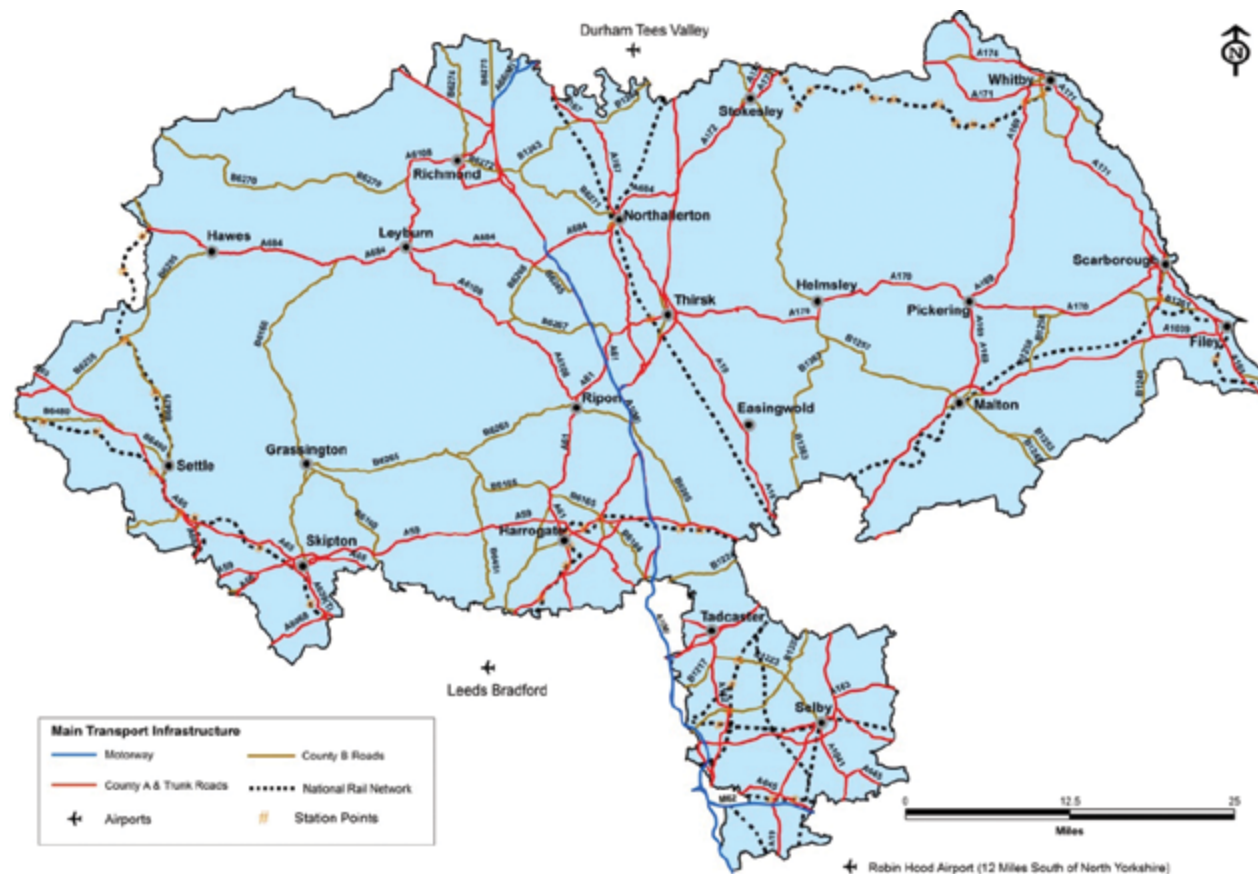
Figure 1-1 North Yorkshire in context



There are ten Local Planning Authorities (LPA's) covering North Yorkshire. The seven district councils (Craven, Hambleton, Harrogate, Richmondshire, Ryedale, Scarborough and Selby) and two National Park Authorities (North York Moors and Yorkshire Dales) are the main development planning authorities. These LPA's prepare the Local Plans which set out where new housing and employment development should take place. They are also the authorities which consider and grant planning permissions for specific sites. The County Council are also a LPA for matters relating to Minerals and Waste disposal outside of the National Parks.

New developments are by far the main contributor to the growth in demand for travel and therefore traffic growth. It is therefore essential that we continue to work together to ensure that land use planning (e.g. Local Plans) and transport planning (LTP) are integrated.

Figure 1-2 Main transport infrastructure in North Yorkshire



Objectives and Commitment

In preparing the Local Transport Plan the County Council have carried out consultation with the Public, our Stakeholders (such as user groups) and partner organisations (such as District Councils).

This consultation shows that their views on what is important for transport have not changed significantly since we adopted our previous Local Transport Plan (LTP3 – 2011-2016). In no particular order boosting the economy, safety, getting access to essential services and the impacts of transport on the environment remain important.

Based on the evidence collected annually, data from census and from our consultation responses, the County Council have decided to adopt the Objectives as set out in the next column.

- **Economic Growth** - Contributing to economic growth by delivering reliable and efficient transport networks and services
- **Road Safety** - Improving road and transport safety
- **Access to Services** - Improving equality of opportunity by facilitating access to services
- **Environment and Climate Change** - Managing the adverse impact of transport on the environment
- **Healthier Travel** - Promoting healthier travel opportunities

This is what we hope to achieve through our transport services. Further information on each of these Objectives can be found in Part 2 of LTP4.

These LTP4 Objectives also directly or indirectly contribute towards all of the NYCC Council Plan key priorities. For example the 'economic growth' LTP Objective directly relates to how transport contributes towards the 'Economic opportunity for all parts of the county' Council Plan priority, and the 'access to services' LTP Objective identifies how transport can contribute towards the 'Opportunities for young people' and the 'Tackling loneliness and social isolation' Council Plan priorities.

As with LTP3, the money available for the implementation is, and is likely to remain, significantly less than we would ideally like. We therefore need to ensure that we use the best and most cost effective means of achieving our objectives. For LTP3 the County Council adopted a commitment to manage, maintain and improve transport networks and services' as a hierarchy of intervention.



The consultation for LTP4 showed that people still think that keeping our current transport services and infrastructure in good condition is more important than providing new services and infrastructure.

We will therefore re-adopt this commitment for LTP4.

Our Commitment: To **manage, maintain and improve** transport networks and services.

Our commitment is therefore to:

Manage the transport network and services to make the best use of what we already have. This may involve things like better coordination of roadworks to reduce congestion and delays and encouraging more people to use public transport to reduce the number of cars causing congestion and pollution. In most cases these types of management measures are relatively low cost. The County Council has a statutory duty to manage the highway network.

Maintain transport networks and services to an appropriate and affordable standard. Measures could include better maintenance of footways to encourage more people to walk, making sure roads are in a good state of repair to reduce accidents or providing support for a suitable network of public transport services. These types of measures are likely to be more expensive than management measures but cheaper than improvement measures. Highways maintenance is also a statutory duty for the County Council.

Improve transport networks and services to supplement what we already have. Unlike management and maintenance, this is primarily a discretionary power for the County Council and must therefore take a lower priority than action to fulfil our statutory duties. However, where management or maintenance cannot address a transport related issue we will aim to provide appropriate new infrastructure or services. This will of course be considered in the light of available resources. Schemes may range from supporting new community transport services, new sections of footways or crossing facilities through to new park and ride sites and services, major bypasses or road and rail upgrades. These types of improvements tend to be much more expensive than management and maintenance measures.

Timeframe

Previous Local Transport Plans have had a fixed five year timeframe necessary to comply with legislation. In 2012 the legislation changed and whilst having a Local Transport Plan remains a statutory duty for the County Council it no longer has to be for a fixed five year timeframe.

Major road and rail improvements generally take between ten and twenty years to progress from just an idea to being built. Recognising this, and the need to look forward to what we want North Yorkshire to be like in the future, this Local Transport Plan will consider a thirty year time period until around 2045.

This is a long time period but is necessary to allow long term planning for transport, for housing and for economic growth in the County. However, for planning purposes the Local Transport Plan will consider transport needs in the:

- Short Term (0 to 5 years)
- Medium Term (6 to 15 years)
- Long Term (16 to 30 years)

Plans in the short term are likely to be more detailed, have firm funding identified and be much more 'ready to go' than plans in the medium term and longer term which will become more aspirational the further in the future they are.

Scale

This Local Transport Plan will consider transport on all levels of scale. We will consider the scale of what we want to do. For highway maintenance this may range from how we will decide which individual potholes to repair to which bypasses need resurfacing. For improvements it could range from how and where we will install dropped kerbs to help wheelchair users cross the road, to where we want to build £100m bypasses.

At the smaller scale (e.g. potholes) it will set out how we will do things rather than what and where we will do them since there are simply too many in the County (thousands) to have a long list of specific plans. At the larger scale (e.g. bypasses) we will have much more specific plans of what and where we want to build.

We will also look at things at different geographical scales, from the needs of a single street, village or town to how transport in North Yorkshire can contribute towards The Northern Powerhouse¹ and indeed the transport systems and long term economic well-being of the whole of the UK.

LTP Structure

The first page of this LTP graphically represents the structure of the document. LTP4 is a four tier document.

The top tier (Part 1- Local Transport Strategy) sets out the context of the Local Transport Plan and our Vision, Objectives and Commitment for transport in North Yorkshire.

The second tier (Part 2 – Objectives) sets out further details of the main challenges to be addressed for each Objective and the approach the County Council and partners will take to achieving each Objective.

The third tier (Part 3 – Themes) considers transport based on themes (e.g. highway maintenance or bridges) and modes (e.g. buses or walking and cycling) and sets out in more detail what we will do, will not do and what others can do to improve transport.

The fourth tier (Part 4 – Policies) sets out the County Councils specifically adopted policies which are generally related to a specific theme or mode. It ranges from the Highway Infrastructure Assets Management Plan which sets out our whole approach to highway maintenance to specific policies on for example when, where and how we will install brown tourist destination road signs.

In general the Local Transport Plan will not set out programmes of specific schemes and initiatives. For the smaller schemes and initiatives (up to around £5m), the County Council prepare and publish a two year rolling programme. For larger schemes and initiatives (over around £5m), these are likely to be delivered as and when funding is made available.

Importantly, and unlike previous Local Transport Plans, LTP4 does not try to include everything that the County Council will do for transport. Instead it will concentrate on the main things we will do, those that will have the biggest impact on achieving our objectives.

However, just because something is not included in the Local Transport Plan does not mean that it is not important or that the County Council will not do it. To achieve our Objectives we need to take a wide variety of actions and it is not possible to include them all in one readable document.

¹See Part 3a – Strategic Transport for more information

Funding

Most of the funding for delivery of the Local Transport Plan is provided by the Government in the form of block allocations, or through bids for specific grants.

The Government have provided indicative capital funding allocations until 2020/21 for the delivery of the Local Transport Plan. These allocations amount to approximately £32m per year. Day to day management of the highway network and subsidies for bus services and community transport is provided from Government revenue grants and council tax income. In total the County Council has approximately £75m per year² to spend on transport, however in the context of a population of around 600,000 people and a road length of over 9000km we are still very limited with what we can achieve.

In addition to these allocations there are a number of other ad hoc grants available usually through bids to Government. The County Council has previously been very successful in getting funding for North Yorkshire from these grants with successful bids for over £60m in the period 2012 to 2014. We will continue to take every appropriate opportunity to bid for additional funding for transport in North Yorkshire.

In addition to public sector funding for transport, significant sections of transport infrastructure and funding contributions are provided by the private sector. These are usually associated with new housing and other land developments³. Whilst these are mainly to enable the new development to be built or to mitigate for traffic and transport problems caused by the new development they often also have a beneficial side effect for existing transport users.

Reviews of LTP4

LTP4 sets the County Councils transport strategies and plans for the next 30 years (to 2045). It is not however intended to set these in tablets of stone. Many things will inevitably change before 2045. The County Council will therefore undertake a review of LTP4 every 5 years to update and amend it to take account of changing circumstances. Additionally, the tiered and modular nature of LTP4, allows individual themes, plans or policies to be reviewed, refreshed and renewed as and when appropriate. It will also allow for additional themes, plans and policies to be added if and when necessary.

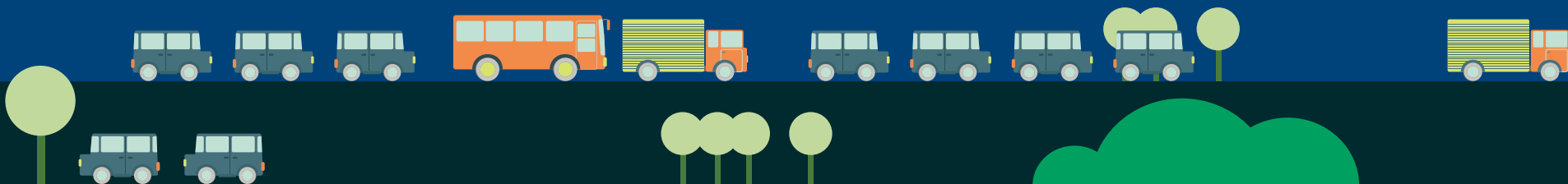
²See Part 3b – Funding for more information

³See Part 3g – Planning and New Developments for more information



Objectives

Part 2a – Economic Growth





2a – Economic Growth

Why is Economic Growth one of our Objectives?

Transport is essential to the health of our economy. It allows people to travel to work, it allows companies to transport raw materials and finished goods and it allows people to go to the shops. Almost every aspect of business and the economy relies on transport; even internet shopping generally requires transport to deliver the goods.

‘Economic opportunity for all parts of the county’ is one of the County Councils five priorities identified in the Council Plan. We therefore need to make sure that our transport networks and services are as reliable and efficient as possible to both support the existing economy and to help facilitate future economic growth. We want to make sure that strong economies in North Yorkshire remain strong and to ensure economic growth benefits the weaker economies.

As well as promoting economic growth we also need to ensure that the impacts of economic and housing growth on the transport networks are managed both by ensuring growth is located in a way that facilitates sustainable transport and by ensuring necessary new infrastructure is provided.

Figure 2a-1 North Yorkshire Unemployment Rates

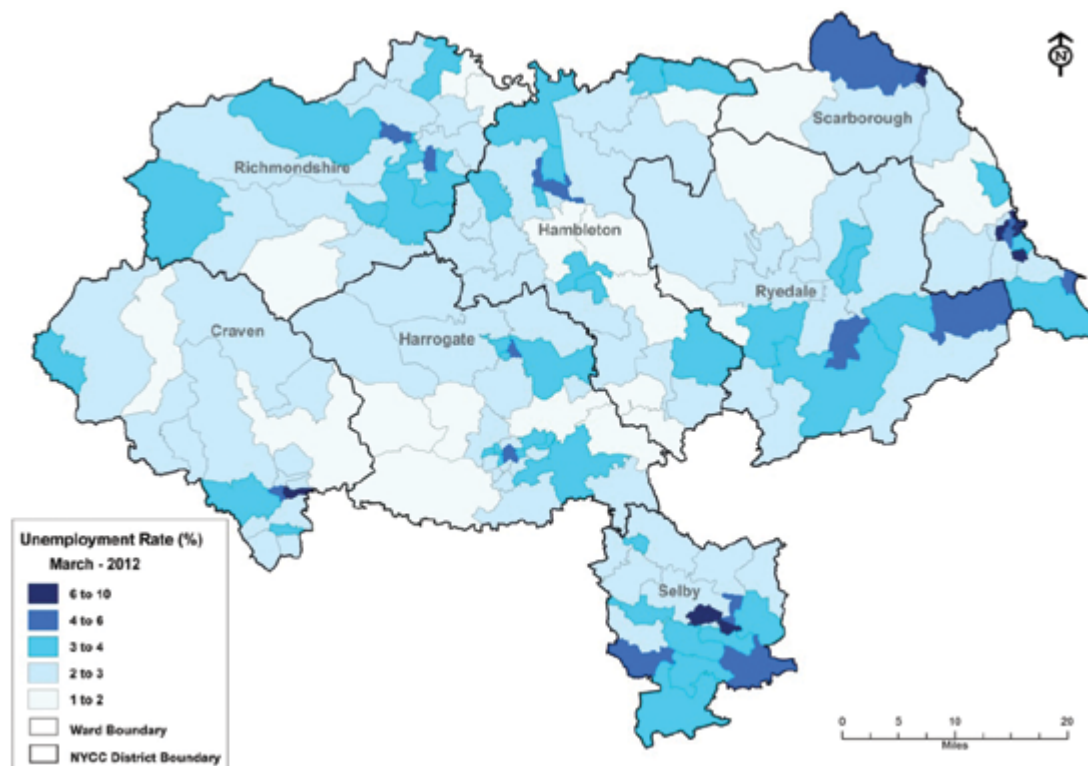


Figure 2a-1 above shows the unemployment rates in North Yorkshire. Unemployment is one indicator of the economic performance of an area. A much more detailed analysis of the economic strengths and weaknesses of North Yorkshire can be found in the York, North Yorkshire and East Riding Strategic Economic Plan¹. There are many different reasons for the relative performance of the local economies in different areas and transport is just one of these.

The County Council will consider all transport related constraints on economic growth but has prioritised the issues of highway maintenance, traffic congestion and peripherality.

¹www.businessinspiredgrowth.com

Highway maintenance

All journeys use the highway network (roads, pavements, cycleways etc.) for at least part of the trip. People walk on pavements and cycle on cycleways. The roads are used by cars, cycles and buses to get people to work. Lorries also use the roads to make deliveries. Even sea, air and rail journeys generally start and finish on the highway network.

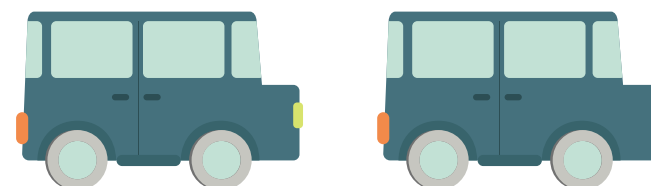
North Yorkshire's highway network is vast² and the budget needed to keep it in a good condition is therefore also vast. In common with the rest of the UK, years of underfunding by successive Governments have resulted in the condition of many of our roads deteriorating. This causes economic problems for commuters and businesses as a result of slower journey speeds and delays at unplanned road works.

As the highway is the main network for travel in North Yorkshire and since it affects everyone, maintaining our highway network is the County Councils highest transport priority. For many years the County Council has prioritised the maintenance of the higher category, busier roads in the County but inevitably this has resulted in the lower category quieter roads deteriorating more quickly. In 2014 only 3% of our busier 'A' roads needed maintenance compared to around 25% of the quieter unclassified roads.

The relatively poor condition of the minor road network tends to have a greater impact on the remoter, more sparsely populated rural areas of the County and is one of the contributing factors to the poorer economic performance in these areas.

Despite recent increases in the funding available for highway maintenance from the Government there is still a significant funding gap between what is available and what we need. However, in recent years the County Council has been very successful in obtaining additional funding for highway maintenance and we are starting to arrest the deterioration of the network. For the period 2015/16 to 2020/21 we have managed to find an additional £39m (£24m from the Governments Local Growth Fund and £15m from County Council reserves) to help maintain our roads. The County Council will continue to seek additional highway maintenance funding.

To make sure that we get the best possible highway maintenance outcomes for our limited money we have adopted an approach to how and when we maintain our roads called Highway Infrastructure Asset Management³.



²See Part 1 - Local Transport Strategy for more information

³See Part 3c - Highways Maintenance for more information

Tackling congestion

In North Yorkshire the majority of traffic congestion occurs in our main towns. Traffic congestion, as well as causing environmental problems, leads to long and unreliable journey times for business travel and commuters. This results in lost, unproductive time sitting in traffic queues as well as unpredictable arrival times for deliveries and workers. With businesses increasingly embracing the efficiencies of ‘just in time’ deliveries they often see journey time reliability as being more important than the actual journey time.

Traffic congestion is caused when the amount of traffic that wants to use the roads is more than they can cater for. Congestion usually occurs at junctions but spreads back along the road. Traffic congestion can therefore be tackled in one of two ways, by reducing the amount of traffic on the road (demand management) or by increasing the capacity of the road.

Based on traffic flow data, journey time information and local knowledge the County Council have identified 6 main towns as the priority, though not exclusive, areas to tackle congestion:

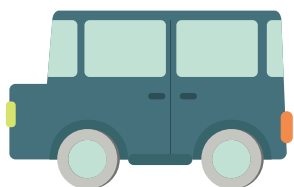
- Harrogate and Knaresborough
- Scarborough
- Northallerton
- Malton / Norton
- Selby
- Ripon

To tackle traffic congestion the County Council has adopted a combination of measures to both reduce traffic demand and to provide more highway capacity. Further details of these can be found in part 3 of this LTP.

Demand management measures will include both encouraging people to make fewer or shorter journeys and encouraging mode shift (people making journey by modes of transport other than private cars such as walking, cycling⁴ and public transport⁵). We will also work with the Local Planning Authorities (the district councils) to seek to manage new development in a way that will reduce the need to travel and therefore minimise their impact on congestion⁶.

We will provide improved capacity on the highway network through very localised improvements such as minor junction improvements, traffic management and improved traffic signals⁷ and parking management as well as through major highway improvements such as bypasses⁸.

However, as is set out in the Local Transport Strategy and in the part 3b, funding for highway improvements is very limited and as such we have a very limited scope for providing highway improvement from our LTP funding. We will however continue to work with planning authorities to ensure that developers contribute towards the costs of highway improvements necessary to accommodate traffic from their development. We will also continue to seek other funding for necessary highway improvements including from Government funds such as the Local Sustainable Transport Fund and Pinch Point funding and through the Local Growth Fund.



⁴See Part 3j - Walking and Cycling for more information

⁵See Part 3l - buses and CT, and Part 3k – Rail for more information

⁶See Part 3g - Planning and new Developments for more information

⁷See Part 3f - Traffic Engineering for more information

⁸See Part 3a - Strategic Transport for more information

Addressing the impacts of peripherality

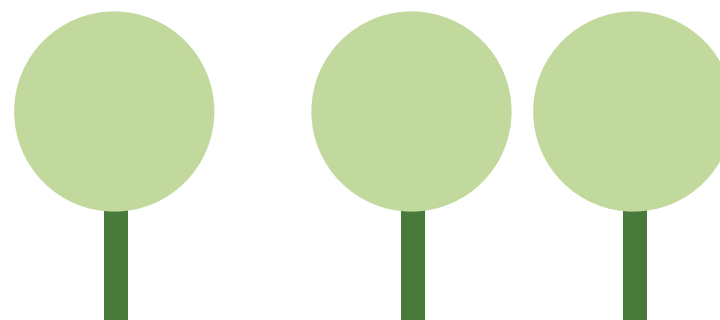
Peripherality, the distance (or travel time) of areas from each other or from the main transport networks, has a significant impact on local economic performance. Peripherality is an issue at different levels of scale. England could be regarded as peripheral to the rest of Europe, North Yorkshire as peripheral to many of England's major cities and parts of the County as peripheral to the central core of North Yorkshire.

Transport improvements can reduce the impact of this peripherality by providing links between economic areas to help bring economic agglomeration benefits and links to ports and airports to help international business.

In order to help address the impact of the peripherality of North Yorkshire as a whole the County Council are committed to working with Transport for the North (TfN) to both contribute to and share in the benefits of The Northern Powerhouse. By playing our part in bringing together the economies of the North West, Yorkshire and the Humber and the North East we can not only make The Northern Powerhouse stronger but can help grow the economy of the County.

North Yorkshire is part of the Northern Powerhouse and sits adjacent to two City Regions. Improving road and rail connections into these City Regions remains an important element of our strategy to encourage economic growth in 'The North'. To the north the Tees Valley City Region has strong links with the districts of Hambleton and Scarborough. To the south the Leeds City Region has strong links with Craven, Harrogate and Selby districts and for some purposes these three districts are actually considered to be part of the Leeds City Region. We will continue to work closely with these two City Regions to help improve cross boundary transport links for goods and people helping to spread the economic strengths of the City Regions into and across North Yorkshire as well as playing our part in growing the economies of the City Regions.

At a local scale, within North Yorkshire, there are excellent transport links (both road and rail) in the central corridor (e.g. A1(M) and East Coast Mainline) which provide good links between the towns in this corridor and to other parts of the Country. These good transport links have helped establish a strong economy in this corridor. However, there are a number of areas of North Yorkshire where their distance from the central transport corridor results in underperforming economies. In the east of the County this is especially relevant to the coastal communities (including Scarborough, Filey and Whitby) and to areas of Ryedale. In the west of the County this is mainly felt in Skipton and other areas of Craven district, although in this area transport links into West Yorkshire and East Lancashire are also vitally important.

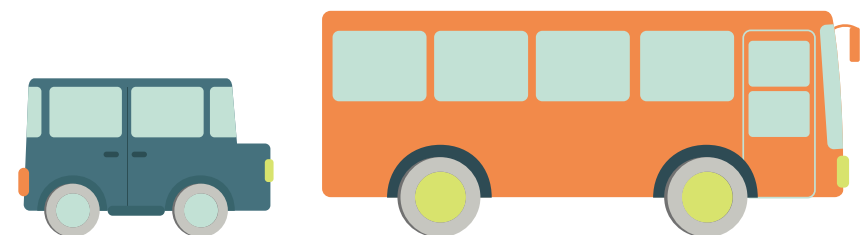
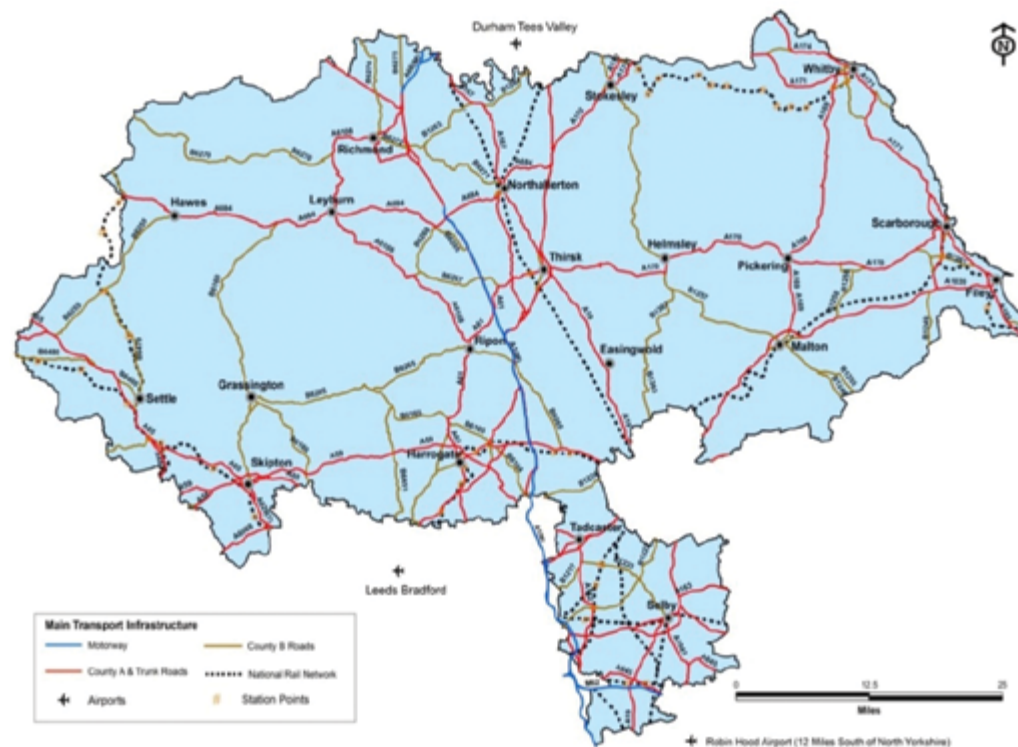


These peripheral areas of the County also include many of the main tourist attractions in North Yorkshire (coastal resorts and National Parks) and as such their peripherality can be a constraint on what is one of the most important economic sectors in North Yorkshire.

Long and often unreliable journey times for employees reduce the available pool of skilled labour for employers. Along with similarly long and unreliable journey times for goods and deliveries these represent a significant additional cost to employers and a major disincentive to businesses locating in the peripheral areas of North Yorkshire.

Just as a result of the distances involved (Scarborough is around 50 miles (70km) from the A1(M) and Skipton being 30 miles (50km) from the A1(M)) major improvements in journey times to these areas are difficult to achieve. The road and rail networks to the peripheral areas are also often of a poor standard which has a major impact on journey time reliability.

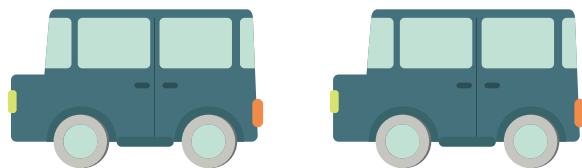
Figure 2a-2 Main transport infrastructure in North Yorkshire



As is set out in the North Yorkshire Strategic Transport Plan⁹ the County Council has identified a number of priority east-west routes for potential improvement including the A64 between York and Scarborough and the A59 between the A1(M), Skipton and onwards to East Lancashire. This includes the A59 at Kex Gill where road closures have been required, most recently in 2016, as a result of the need for urgent slope stabilisation. Further highway improvements, including the potential re-routing of this key route, are required to maintain east-west connectivity and to build resilience into the highway network.

We are also prioritising a number of rail related improvements such as double tracking and electrification of the York – Harrogate – Leeds railway and improved access to conventional and future High Speed rail stations.

The scale of the problems means that solutions (such as upgrading roads to dual carriageway) are expensive costing tens or even hundreds of millions of pounds. The County Council cannot provide this scale of funding directly and must therefore bid for funds from the Governments Local Growth Fund. The County Council has however committed significant funding (approximately £300,000 per year) to developing the proposals for improvements on these priority routes to maximise the chances of successful bids into the Local Growth Fund to allow us to deliver these improvements.



⁹See Part 3a - Strategic Transport for more information

Conclusion

Transport problems, be they localised or long distance, can have a major impact on economic performance and can be a major constraint on economic growth. By ensuring our highway network is in the best possible condition, reducing traffic congestion and improving strategic transport links the County Council aims to reduce the transport constraints on the economy and help our residents and businesses become more financially secure. This will help reduce many of the problems of poverty and deprivation which ultimately has been shown to help people live healthier and better lives.





Objectives

Part 2b – Road Safety





2b – Improving road and transport safety

Why is road and transport safety one of our Objectives?

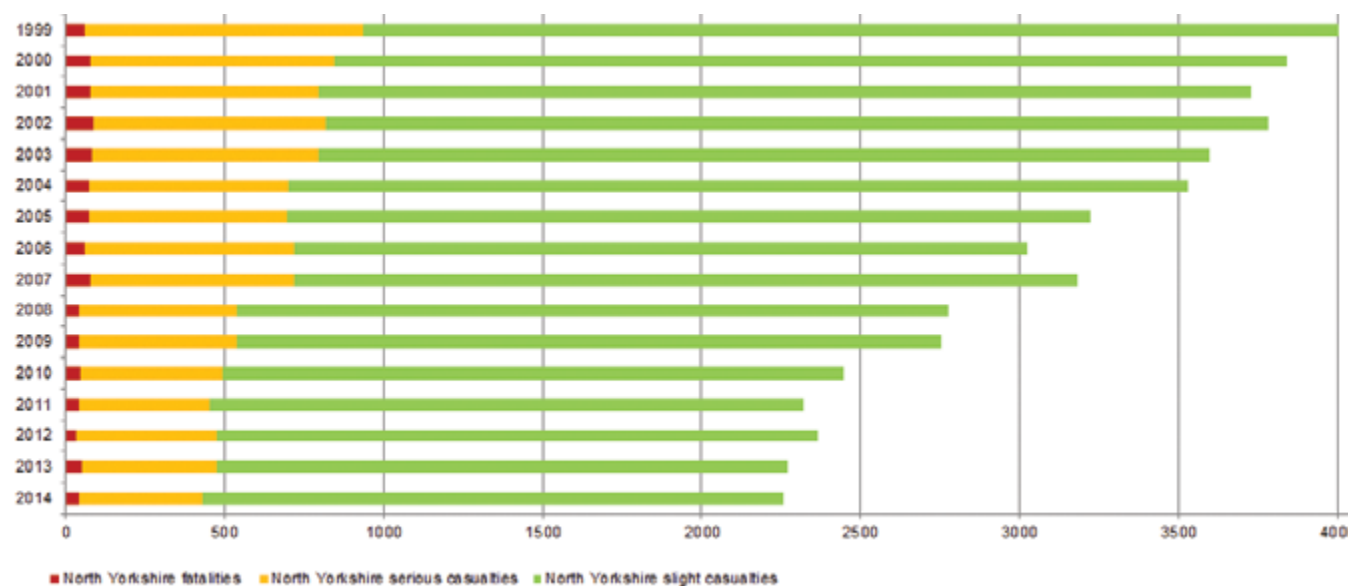
This objective aims to make transport within the County a safer and more secure activity, whether it be for work, leisure, school or shopping, for all types of transport and for all road users such as walking, cycling, driving or as a passenger.

We all use roads in some way and we depend on them to obtain goods and services. They are essential to our everyday lives, and to our economic prosperity. However, one result of everybody's reliance on the network is that 'accidents will happen'.

The County Council has a statutory duty to investigate the causes of road collisions and casualties and to take appropriate action to prevent future collisions. Road collisions are costly. They are costly in terms of human loss and suffering. They are also costly in terms of damage to property, provision of services such as police, medical and insurance, and from lost productivity and delays. It is estimated that in 2013 reported road accidents in Great Britain cost in the region of £14.7 billion¹. If unreported injury accidents are included, this could increase to about £50 billion.

During the last 15 years in North Yorkshire the number of people who were killed or seriously injured on our roads has fallen from 934 in 1999 to 431 in 2014, whilst slight injuries also fell from 2,997 in 1999 to 1,827 in 2014 (see Figure 2b-1 below). This represents approximately a 45% reduction in annual casualties in 15 years, which is broadly consistent with the national rate of reduction in casualties over the same period.

Figure 2b-1 Road Casualties in North Yorkshire 1999 to 2014



¹RAS60003: Total value of prevention of reported accidents by severity and cost element: GB 2013 www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2013

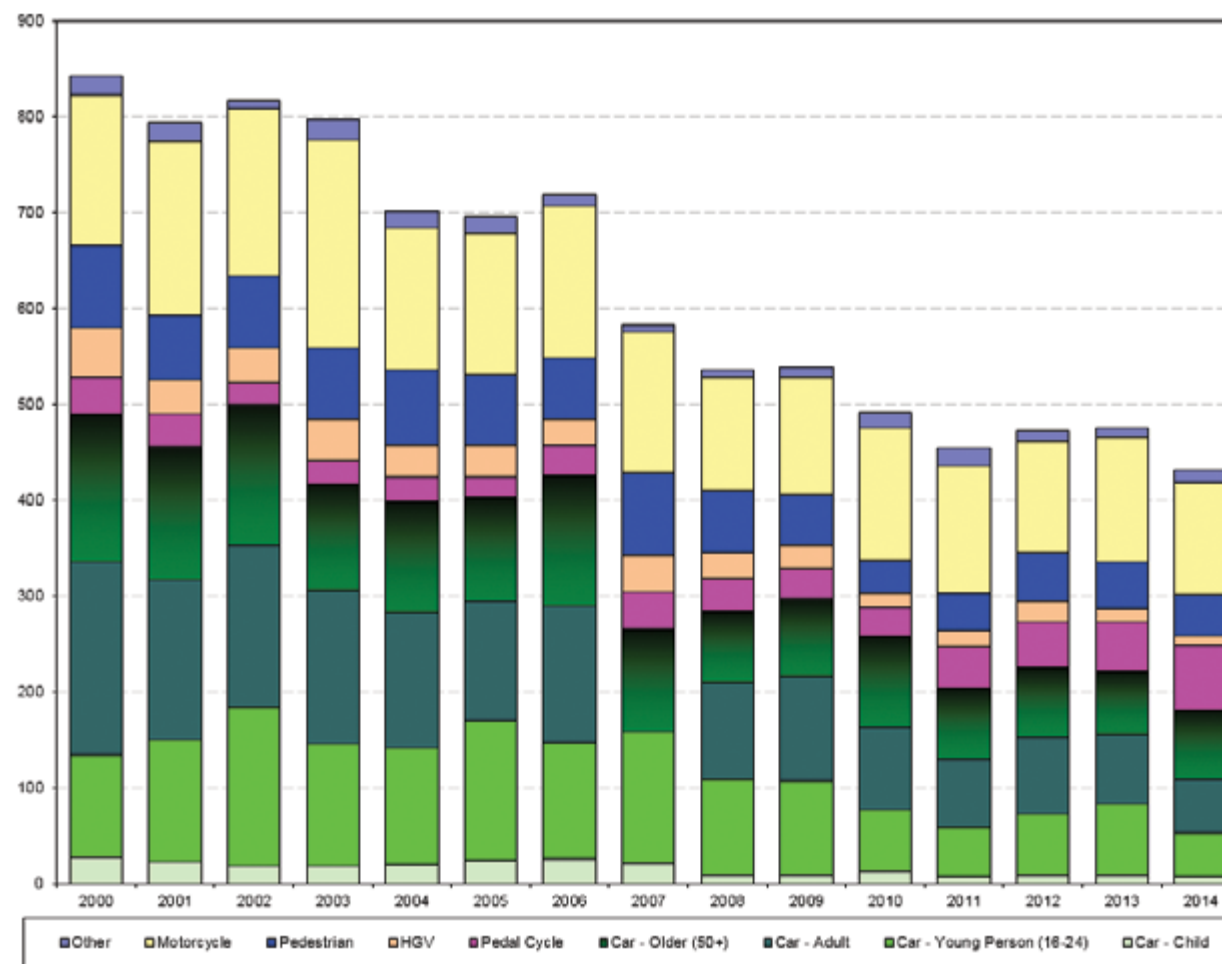
We have been working to reduce the number of crashes and casualties on our roads, despite increasing traffic levels. We founded our road safety partnership, '95 Alive' over 10 years ago, in conjunction with the Police. The partnership now brings together the County Council, City of York Council, emergency services and other local councils and public sector organisations in York and North Yorkshire who have a role to play in road safety. The 95 Alive partnership vision is to:

“Seek to make travelling in York and North Yorkshire safer, and act in a way that inspires the trust and confidence necessary to make people feel safer too.”

However, there is more to do and we will target our resources to address specific, targeted safety concerns, whether they are particular groups of road users, especially vulnerable users, or at particular locations in the county where there are clusters of crashes. The likelihood of being involved in a road collision is not evenly spread across all road users. Some groups are more at risk than others or more vulnerable to injury e.g. cyclists, pedestrians. Figure 2b-2 shows the number of killed and seriously injured casualties on our roads between 2000 and 2014, by user group.

The total number of killed and seriously injured casualties has fallen by 44% in the 14 years shown. Vulnerable road users such as motorcyclists, pedal cyclists and pedestrians represent 53% of the killed and seriously injured casualties on our roads in 2014.

Figure 2b-2 Killed and seriously injured casualties in North Yorkshire by road user group 2000 - 2014



Source - Road Safety & Travel Awareness, North Yorkshire County Council

Preventing Injury and promoting healthy and active travel

In particular, we will seek to coordinate our programme delivery to achieve complimentary Highways and Public Health aims and outcomes, including:

- Reduction of unintentional and deliberate injuries to children and young people
- Reduction in premature deaths and injuries to young people
- Reduction in premature deaths and injuries – all ages
- Contribute to the Public Health Active lives and healthy weight programmes
- Support road user and active travel education in schools in core subjects as well as PSHE through the provision of key stage related curriculum resources and the support of a specialist road safety curriculum adviser.

Motorcycles

The vulnerable road user in North Yorkshire most over-represented as fatal or serious casualties is the motorcycle rider or passenger. Motorcycles form a small percentage of the traffic but a large percentage of the injuries on North Yorkshire's roads. They are approximately 1% of traffic but account for approximately 27% of killed and seriously injured casualties in 2014. Whilst a reduction in the number of casualties has been achieved since their peak in 2003, they are still too high.

Motorcycling in North Yorkshire is a popular pastime for many bikers who travel to and through the spectacular and challenging roads including the Yorkshire Dales and the North York Moors. This is both a local issue within North Yorkshire and wider regional issue as many of those who are hurt here will transfer back to their home area for recuperation and treatment.

Pedal Cycles

The number of cyclists killed or seriously injured on our roads has been increasing since 2005, reaching 67 in 2014, which represents nearly 16% of all road users suffering significant injuries.

Cycling in North Yorkshire is rapidly growing in popularity as a sport and for general recreation, since the success of 'Le Grand Depart' of the Tour de France in Yorkshire in 2014, and the first annual Tour of Yorkshire in 2015. Improving safety for cyclists will help to promote and enable healthier travel in the county. Use of cycles for leisure, school or commuting will be more attractive if cyclists perceive their journey as being safe.

High priority crash sites

The County Council maintains and updates an annual list of sites which have been identified as high priority with regard to collisions. These are sites where there have been four or more collisions within the previous three year period and within a 100 metre radius in rural areas and a 50 metre radius in urban areas. Table 2b-1 shows the distribution of these for the period 2012 to 2014.

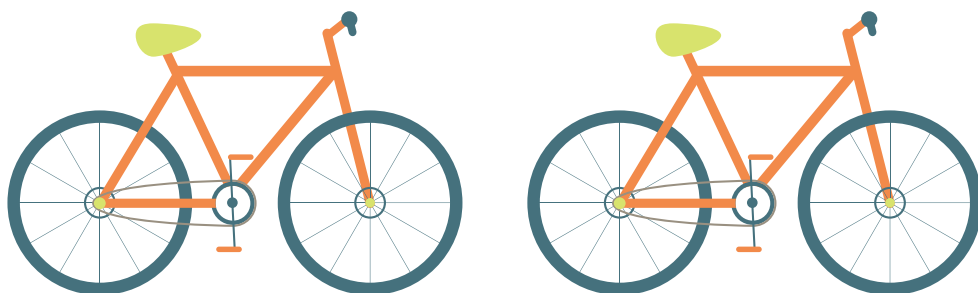


Table 2b-1 Collision Cluster Sites by District – 2012 to 2014

Borough/District	Rural Clusters			Rural Clusters			Rural Clusters		
	No. of cluster sites	No. of collisions in cluster sites	% of total cluster sites	No. of cluster sites	No. of collisions in cluster sites	% of total cluster sites	No. of cluster sites	No. of collisions in cluster sites	% of total cluster sites
Craven	7	31	4.5%	4	17	2.6%	11	48	7.1%
Hambleton	13	60	8.4%	7	36	4.5%	20	96	13.0%
Harrogate	23	117	14.9%	31	154	20.1%	54	271	35.1%
Richmondshire	8	41	5.2%	1	4	0.6%	9	45	5.8%
Ryedale	6	29	3.9%	4	23	2.6%	10	52	6.5%
Selby	15	82	9.7%	7	32	4.5%	22	114	14.3%
Scarborough	6	26	3.9%	22	101	14.3%	28	127	18.2%
North Yorkshire	78	386	50.6%	76	367	49.4%	154	753	100.0%

The majority of these cluster sites are on the main road network, primarily at junctions. They are evenly split between rural and urban locations. We will continue to review and update this identification of high priority sites across the County. By identifying and investigating the types and causes of accidents at these locations, we are best able to identify the most appropriate and cost effective action to take.

The County Council also investigate personal injury collision data on routes (A & B Classified) throughout the county. Routes of concern are highlighted by a new statistical based route analysis tool. Where appropriate a cost effective route based scheme is designed and implemented as soon as possible.



Personal Security

People's lives and travelling are strongly affected by whether or not they feel safe. This 'feel safe' factor can stem from a variety of factors, including the influence of crime and the ability to move safely.

Street lighting is provided primarily to improve road safety but also contributes towards personal security². It is also a deterrent to crime. Recent studies have provided evidence that good street lighting infrastructure can facilitate a reduction in crime and the fear of crime, by increasing visibility and the risk of identification. Improved lighting also has a positive impact on commercial, leisure and tourism activities and can aid pedestrian movement and encourage accessibility to the night time economy, so supporting the County Council's Social Inclusion Strategy, and contributing to greater community cohesion.

However, street lighting contributes approximately 16% of the County Council's annual carbon emissions of approximately 78,000 tonnes. The Government has introduced a carbon tax called the 'Carbon Reduction Commitment' which is intended to encourage energy and carbon saving initiatives. In April 2012 we introduced a Street Lighting Energy Reduction Programme as part of our carbon reduction management programme to reduce energy consumption and carbon emissions. Street lights are considered for dimming technology, part-night lighting provision or removal, and are assessed against a comprehensive list of criteria³. Paramount in this assessment is road safety and personal security. It is estimated that approximately 27% of current street lighting emissions can be saved through this programme. Further information on the assessment of street lights can be found in Section 3i – Street Lighting section of this document.



²See Part 3i - Street Lighting for more information

³www.northyorks.gov.uk/article/25645/Street-lighting---energy-reduction-programme

How will we achieve this objective?

We will use all the information that is available to us to best identify where safety issues can be addressed to greatest effect with the resources available to us. We will do this by analysing the numbers, locations and causes of collisions on our roads and any patterns that emerge. They may relate to any number of contributory factors, for instance the location, the type of vehicles involved, the time of day, the weather conditions or the condition of the road.

We will adopt the internationally recognised Safe Systems Approach to safety on our roads and for our road users, to provide a holistic approach to road safety. This encompasses all the best practice that we currently employ, but includes elements outside the County Council control such as vehicle design and emergency service response. The Safe System is explained in detail in the Road Safety themed section. It consists of the following:

- Safer vehicles
- Safer roads and infrastructure
- Safer Speeds
- Safer Road Users
- Post-Crash response

We will apply the following principles in addressing road safety issues:

- Education – We will help road users to understand how to use the road network safely and to realise how their actions affect others,
- Engagement – We will work with local people and partners to promote and deliver a safer road network,
- Enforcement – We will work with the police who seek to deal with anyone who is responsible for breaking the law, and
- Engineering – We will make roads safer through appropriate design for all road users, for example the provision of improved crossings or road maintenance.

The type of approach used will be dependent on the nature of the crashes which are being addressed, the users involved and local factors, and may involve a combination of measures.

The councils Road Safety and Travel Awareness team works with Public Health and the 95 Alive Partnership and currently delivers training programmes to promote safe use of the road network. ‘Bikeability’ training is delivered to primary schools, so that children understand how to cycle on and across roads.

Enhanced Pass Plus courses are available to new drivers wanting to develop a positive attitude to driving. Cycling and walking to school schemes are also encouraged and the team works with schools to develop their own travel plans.

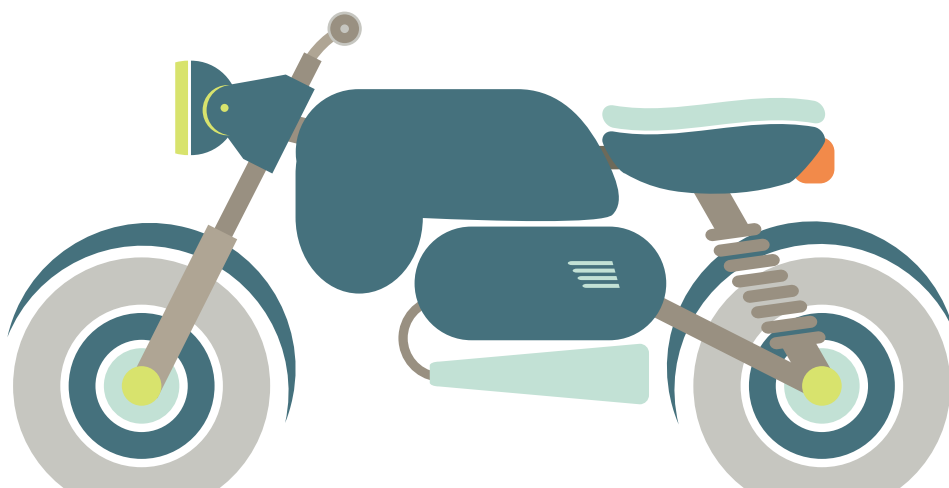
We will seek to access transport grants that become available to benefit and improve our roads. In the recent past programmes such as the Local Sustainable Transport Fund have provided the opportunity to develop sustainable transport options. This has allowed new transport facilities to be provided and also existing conflict points to be addressed, to provide an attractive sustainable transport package.

We will seek any improvements that can be addressed through the development planning process. This gives us the opportunity to not only avoid potential road hazards at the design stage, but also allows proper integration of vulnerable user groups, thus promoting healthier travel options.

We will seek to reduce the occurrence of road collisions where road maintenance or condition is a factor. Road maintenance is a fundamental feature of safe roads, and factors such as surface condition, road alignment, drainage, signs, road markings, traffic signals and gritting in the winter can reduce the potential for a crash.

Conclusion

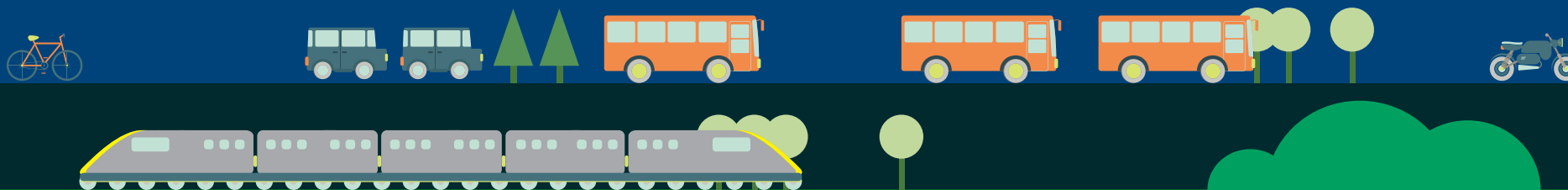
Roads are essential to our everyday lives, including our commute to and from work and school, deliveries to home or businesses, for visitors who come here on holiday and medical journeys to the doctors or hospital. Safety on our roads is a high priority for the County Council. Road crashes and casualties are costly in terms of human suffering, lost productivity and damage. We are a leading partner in our local Road Safety Partnership, 95 Alive, where we actively coordinate the work of numerous agencies to reduce the number of casualties on our roads by targeting the causes and locations of collisions and crashes. The principles of education, engagement, enforcement and engineering will continue to be used to address road safety issues and are closely integrated with Public Health work to prevent casualties and to promote healthier, active travel choices for all ages. The council will adopt the Safe Systems Approach as fundamental to this work.





Objectives

Part 2c – Access to Services





2c - Access to Services

Why is Access to Services one of our Objectives?

It is clear that transport can have both a positive and negative impact on everyone's day to day life. Good transport connections make it easier to access our workplace and other essential services for education and health. Being able to access all of these things provides us with a balanced lifestyle, helps us to socialise with family and friends, remain healthy and independent, and enables us to boost the economy through working, shopping and leisure. Overall, this makes our lives better. The importance of transport and good access to services is specifically identified in the Council Plan as a major contributor to achieving our Priorities of 'Opportunities for young people' and addressing 'Loneliness and social isolation'.

For most of us, accessing services is the main reason for us needing to travel. We need to reach work, education, food shopping, and health appointments, which all involve travel of some sort, whether this is by walking, cycling, public transport or private car.

NYCC recognises that by working with others, including service providers who have a responsibility to ensure that their services can be adequately accessed by their intended service users/customers, we can facilitate opportunities for everybody to access the services they require, for example by providing a good highway network to travel on, a reliable public bus service, and safe footpaths and public rights of way to walk on.

In considering people's difficulties in accessing services we will think about the issues that may be experienced because of where people live (i.e. Place), for example rural areas, and we will think about the issues people have because of personal circumstances (i.e. People) for example age, income, disability. Those households without access to a car are most likely to be restricted in accessing the services they need. It is clear that those who fall into more than one of these categories will have the most difficulties. People who live in a rural area, who are older and also have difficulty walking for example, or those who do not have access to a car but who also have a long term illness or disability for example, will feel a greater affect. The resulting impact of this on accessing services has a multiplying effect.

Our consultation confirms that the majority of people in the County consider their access to services to be good, and whilst this is encouraging it does mean that difficulties with access are generally small scale and often localised. Addressing these can often be more difficult.

Adequate and timely highway maintenance¹ of the roads and footpaths (including winter snow clearance) can have the biggest impact on accessing essential and non-essential services as nearly all local transport uses the highway network. The Highway Infrastructure Asset Management Plan outlines the strategic approach for managing the whole of the highway network (roads, pavements, cycle ways etc.), and details how the Council will deliver our highway maintenance policies. These documents reflect requirements set out in the New Roads and Street Works Act 1991, Road Traffic Regulation Act 1984, and the Traffic Management Act 2002. We manage and maintain the 9000km of roads, 4500km of footways, and 1,700 bridges in the county to ensure that people can continue to travel, and this impacts all modes, and all people.

¹See Part 3c - Highway Maintenance for more information

What are the issues concerning 'Place'?

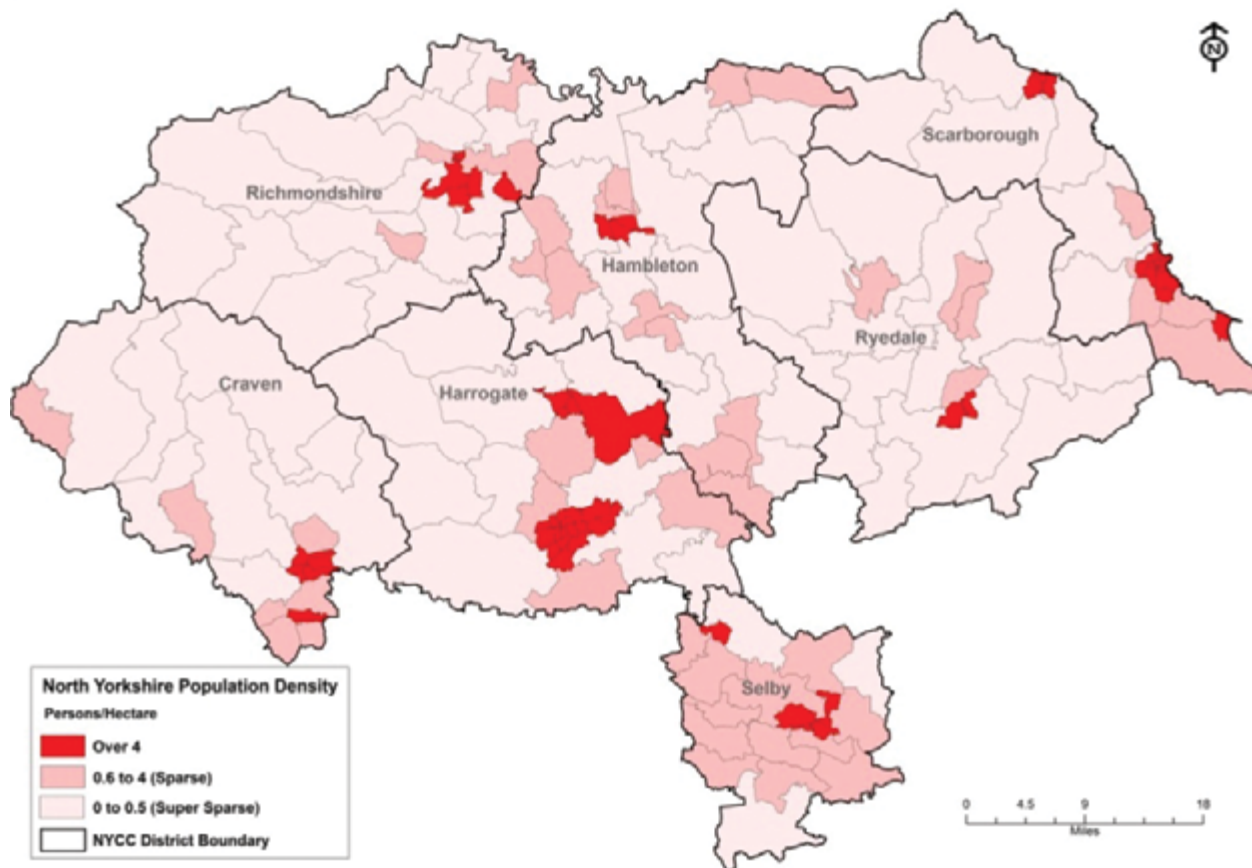
The main issues in North Yorkshire with access to services resulting from where people live are concerned with living in a remote or rural area.

Our consultation showed us that a majority of people travelled more than 10 minutes (around 40 to 50%) to access essential services like work, doctors, and food stores, and that these journeys were mostly undertaken by private car (around 50 to 70%).

In general, people living in towns have good access to services as they can walk to many essential services, and the County's towns generally have good bus provision. In rural areas, walking issues usually relate to the lack of footways or cycle tracks alongside roads. Problems in bigger villages and towns are more often associated with crossing facilities on busy roads. In both cases, this results in difficulty accessing local services within their local areas.

Figure 2c-1 shows the population density of the districts. The diagram indicates that most of the county is very sparsely populated. The main populations are concentrated in the towns in each district; however the majority of the county consists of very rural areas.

Figure 2c-1 Population density by District



In most cases, whether living in a rural or urban area, those with access to a car have good access to services. In rural areas which are sparsely populated, the private car is often the most sustainable mode of transport. Since our towns are generally well served by commercially operated public transport to access services, the County Council must therefore concentrate its limited resources on providing access to essential services for those living in very rural areas that do not have access to a car.

Getting to school, particularly primary schools, can often be achieved without access to a private car. We can ensure the opportunity to walk or cycle to school is an achievable and attractive option, through promotion and development of safe and convenient routes to school. We will continue to challenge parents' decision to take children to school by car where there are suitable walking options, and we will promote active travel choices. We will also continue to provide home to school transport for those children who qualify under criteria set out in current legislation. Due to the remote nature of many communities in North Yorkshire, some children have no other option than to travel to school by bus or car, and we will continue to provide this service to pupils living within the County who otherwise would be unable to attend school.

Connectivity

Connectivity between villages, and from villages to towns, can increase the opportunity for people to access certain services. While some essential services, such as food shopping, may be available within the village, others such as employment and health services may only be available in nearby larger settlements. Linking the place people live with the services they require relies upon the road network for both cars and buses. Maintaining the road network² is therefore essential to keeping these links open, in order to facilitate travel.

Severance

Reduced access to facilities and services within towns and villages can be caused by severance. Busy roads with limited opportunities for people to cross can lead to communities feeling severed and vulnerable, especially for elderly people and those who find walking more difficult. Maintaining our existing crossing facilities to ensure they are in good condition, are functional, and are fit for purpose reduces severance in towns and villages. Bypasses around villages can also help with this issue as they reduce through-traffic, but they are expensive, take a lot more design and planning time to develop, and are therefore more of a long term solution.



²See Part 3c - Highway Maintenance for more information

What are the issues concerning ‘People’?

The main issues with access to services resulting from personal circumstances are:

- Age
- Income / unemployment
- Disability
- Lone parent households
- Car ownership

Age

We are living in times of an increasingly aged population. Census 2011 data for North Yorkshire shows that the numbers of residents over the age of 65 is increasing, and at 21% in North Yorkshire, this is higher than the national average of 19%.

Whilst age in itself is not a limiting factor for accessing services, a higher proportion of older people who no longer work has a double impact due to fewer people paying taxes which contribute to the economy. This can also lead to increased reliance on walking and on the public and community transport network. Further, an aging population may rely more heavily on health services. Consultation shows that around 38% of over 65 year olds walk to the doctor and to their local food shops, while a further 15% use public transport to access these services. Our footpaths need to be in good condition to be able to facilitate walking to services directly, and for accessing bus stops.

Table 2c-1 Percentage of people of each Age by District

Borough/District	% children (0-15 years)	% people of working age (16-65 years)	% over 65
North Yorkshire	16	63	21
Craven	15.4	61.8	22.8
Hambleton	15.7	62.7	21.6
Harrogate	17.0	63.4	19.6
Richmondshire	16.7	65.9	17.5
Ryedale	15.2	61.5	23.3
Scarborough	14.8	61.9	23.3
Selby	17.1	66.1	16.8

Conversely, the increase in school leaving age means that young people are not going into employment as soon as they once were, and often students rely on public transport if they cannot afford to run their own car. The opportunity for studying at a local further education institution or apprentice placement is limited by transportation and travel options. It may be difficult for young people to attend a college within the county, which are located in Selby, Harrogate, Scarborough and Skipton. Similarly, it may be that young people need to travel daily to York, Leeds, Darlington, Newcastle or Stockton to attend specialist college courses. In all cases, attendance hinges on a bus or train getting students there before 9am.

Assistance with transport will be provided to students aged 16 to 18 years old who meet the eligibility criteria⁴. Students who are eligible will normally be issued with a travel pass, from the nearest available pick up point, allowing them to make journeys from home to school or college and back, at the beginning and end of their day.

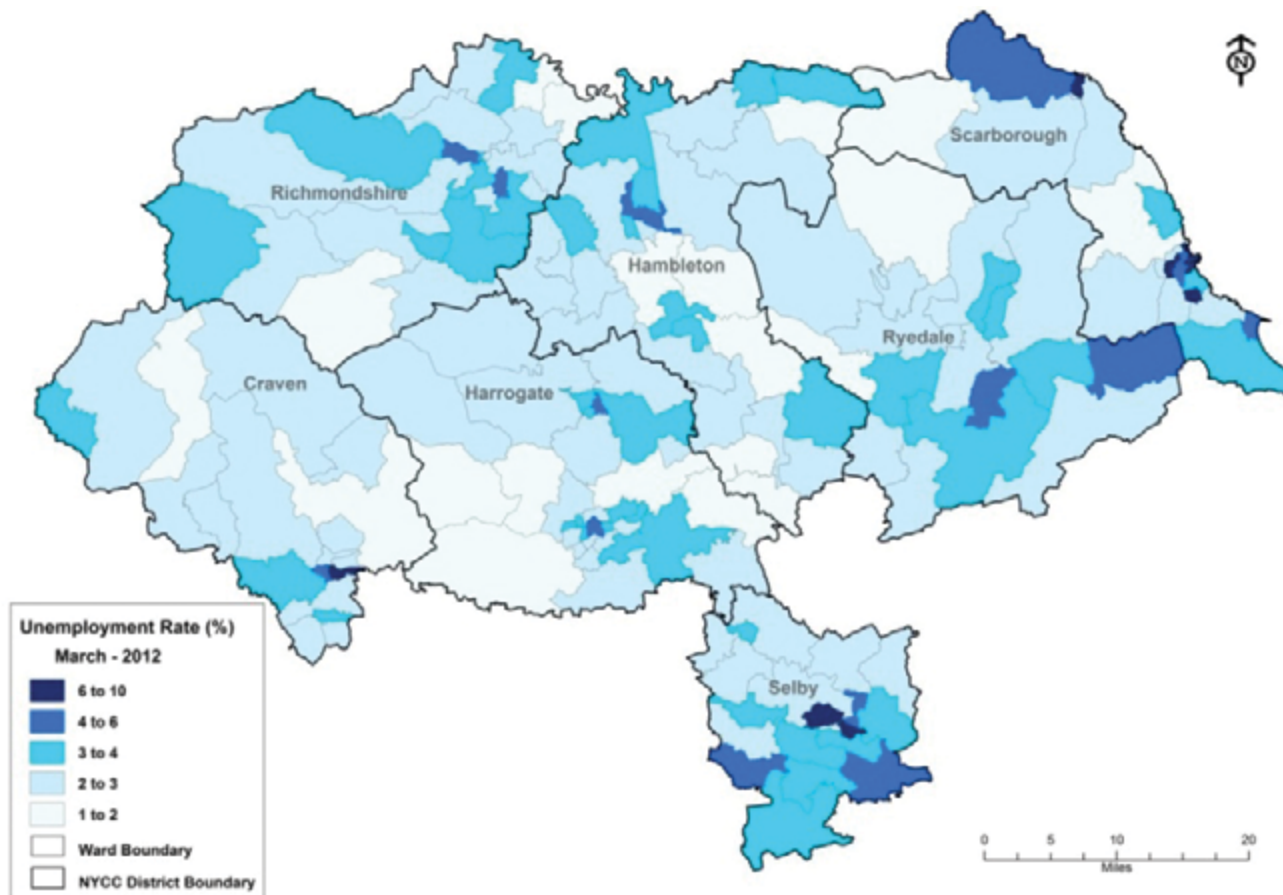
⁴www.northyorks.gov.uk/article/26031/Post-16-transport-assistance

Income / unemployment

Economic deprivation can be an issue for travel as the cost of owning a car increases. Those living on lower incomes can therefore find that travel to work, and to other essential services, reduces their overall household income, and can make travelling further afield to a work place less economically viable. It is therefore important that our public transport network provides a daytime service to support travel to and from the main employment areas in the County. In exceptional circumstances, support for individual transportation in terms of a personal loan for a moped may be available for those who are eligible through the Wheels to Work scheme.

Census data tells us that although unemployment is not at a high level overall for North Yorkshire, the highest rates of unemployment in the County fall in the Scarborough and Selby districts as shown in Figure 2c-2. Lower incomes (from the retail and hospitality sectors for example) may have an impact on mode choice for travel, and how often people travel, especially to non-essential services which enhance quality of life. Public transport may be the most affordable mode of transport for some people compared with running private car, and the extensive commercial bus network in the County can provide this.

Figure 2c-2 Areas of unemployment by District



Disability or long term illness

People with a disability or long term illness may have a need to access health services more than others, and their personal mobility to access everyday services may be more limited. According to our consultation, around 80% of North Yorkshire residents use a private car to travel to the nearest hospital, and 60% travel by car to their doctor's surgery. This reliance on private car for travel to health services may be due to the bus services not aligning with appointment times, or it may be because people with more serious health problems find it difficult to use public transport and to walk to and from the stops.

Table 2c-2 No. of people with long term/ limiting illness by District in 2014

District	No of people
Craven	10301
Hambleton	16477
Harrogate	26336
Richmondshire	8657
Ryedale	8712
Scarborough	21923
Selby	14403

Car ownership

For those households which do not have access to a car, especially those in rural areas, we aim to maintain a core daytime network of bus services. Our overall strategy remains to ensure that as many communities as possible continue to have access to a public or community transport service and that these services give value for money. Our first priority is to seek to meet the day-to-day transport needs of local communities prioritising core daytime services over evening, Sunday and poor performing bus services. This was confirmed in our consultation, where improving and maintaining our existing bus services and facilities, like shelters, were rated as having a higher importance than providing new bus services or facilities.

The number of households without access to a private car in the UK is around 25%, from data given in the 2011 census. In comparison, all districts in North Yorkshire have a lower percentage of homes without access to a car, apart from Scarborough (28.8%), which accounts for 31% of the total households in North Yorkshire without access to a car.

District	no car	% in district with no car	% of county totals with no car	1 car	2 cars	3 or more cars
Craven	4,228	17.2	9	10,907	7,258	2,190
Hambleton	5,086	13.3	11	15,964	12,635	4,432
Harrogate	11,032	16.4	24	28,621	21,317	6,199
Richmondshire	2,692	13.3	6	9,241	6,331	1,943
Ryedale	3,299	14.6	7	9,720	7,011	2,494
Scarborough	14,224	28.8	31	22,288	9,802	3,121
Selby	5,155	14.9	11	13,707	11,921	3,776

Lone Parent Households

Lone parent households may have a lower income than other households, which may make it more difficult to own a car. Some of these households may rely on the bus network to access some essential services such as employment and education. From census data, it is known that there are a greater number of lone parent households in the Harrogate and Scarborough districts.

Table 2c-4 No. of Lone Parent Households by District

District	No of households
Craven	1,259
Hambleton	1,753
Harrogate	3,713
Richmondshire	1,164
Ryedale	1,010
Scarborough	3,030
Selby	1,719

How will we achieve this objective?

It is recognised that the bus network is relied upon for connecting those without a car to travel to places of work, education etc. Helping to maintain bus services enables those without access to a car to reach essential and non-essential services for work, health, retail, leisure and socialising. Our consultation told us that this is an important part of what we deliver.

The majority of public transport is provided by a commercial network of bus services across the County which has grown over the last five years from 75% to a predicted 88% of bus passengers in 2015. The remainder is currently provided by tendered services which are determined using the County Council's set of criteria⁵. This also means that as and when budget pressures require a reduction in the level of support for bus services, then the core daytime services which allow access to essential services like food shopping and health services are prioritised and lower priority leisure, evening, and Sunday bus services are the first to be reduced or withdrawn.

Conclusion

Transport is usually a means for us to do other things, to access or reach work, shops, family, or leisure. Travelling is not generally part of the activity we wish to undertake. Maintaining our existing road and footway network helps to improve and encourage connectivity and social networking, and can create better access to local amenities that people rely on. Our consultation confirmed that maintaining our existing network of roads and footways remains one of the most important transport services that we provide. There are a lot of factors which may affect a person's ability to access the services they may need, and NYCC are sympathetic to these, and strive to facilitate access to essential services wherever possible.

⁵See Part 3I - Buses and Community Transport for more information



Objectives

Part 2d – Environment and Climate Change





2d - Environment and Climate Change

Why is Environment and Climate Change one of our Objectives?

Protecting the environment and preventing climate change is ever present on the agenda for transport management. There are pressures to reduce our carbon footprint, and the impact we have on the environment around us. Transport can in some ways make a big impact in terms of reducing CO2 emissions as new technologies allow for cleaner vehicle engines, fewer carbon and nitrogen emissions, addition of stop-start functions, and ultra-low emission vehicles (ULEV's) such as electric and hybrid vehicles.

Our consultation showed us that the environment and climate change remains of high importance to our residents. We recognise however, that we must balance the desire to reduce carbon emissions from transport with the travel needs of North Yorkshire residents. Given the largely rural nature of the County and its sparse population, the private car is often the only means of transport for residents, and can be the most efficient and environmentally friendly compared to operating an empty diesel bus. Nevertheless, this should not stop us encouraging people to travel by other modes, where alternative means of travel exist, in order to reduce emissions in the County.

Consideration of the impact that transport has on the environment can be split into the impact to people's health¹, and the impact on the natural and historic environment. North Yorkshire has some of the most beautiful places in the country, and we need to protect these areas as much as we can. Ensuring these spaces continue to be managed will encourage future generations to do the same. A high quality environment, and how it contributes to the tourist and visitor economy, is also identified in the Council Plan as one of the main contributors to the priority of 'Economic opportunity for all parts of the county'.

It is important for environmental considerations to remain at high on the agenda through LTP4, as the long term vision of the Plan is realised. Work that we do to the highway network now, will impact on our environment in the future.



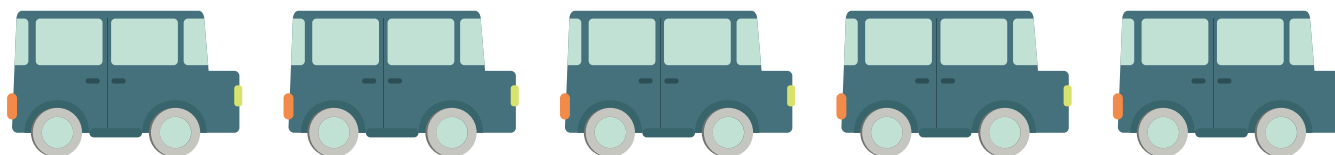
¹See Objective 2e – Healthier Travel for more information

Environmental Impact Scoping in Scheme Feasibility

We have a commitment to sustainable development and design. Whilst undertaking a feasibility study for a new scheme, consideration will be given to environmental and cultural heritage and any relevant regulations e.g. Habitats Regulations². For example, in the case of a structure such as a bridge we would ensure works are compliant with wildlife and waterways legislation. An environmental scoping assessment is carried out which identifies the areas which may be impacted upon, the level of that impact, and any potential mitigation which might be required to offset that impact. The scoping assessment will identify sites of special interest, areas of outstanding natural beauty, and water courses nearby including where any surface water run off may flow, flora and fauna species affected, and the impact of the change in noise and air quality. The assessment may also outline surveys required, and when they should be undertaken if the scheme develops into design stages. The scoping assessment will also determine where a full Environmental Impact Assessment (EIA) will need to be undertaken as part of the design stages. The EIA would form part of a Major Scheme Business Case submission to bid for funding for the scheme development.

Traffic congestion, road noise and pollution

It is recognised that increased congestion and traffic levels can lead to an increase in noise and pollution. Tackling these issues by monitoring air quality and carbon levels in busy areas, promoting public transport in order to reduce car use, and maintaining and providing better facilities for walking and cycling can help to improve localised pollution, visual intrusion, and reduce traffic noise. In addition, where traffic reduction measures such as those mentioned above do not improve the situation where it is feasible we will seek to reduce congestion and air pollution through highway improvement schemes, reduce traffic noise impacting on residential areas from new highways schemes, and potentially from the existing network where this is feasible. This is in line with our 'Manage, Maintain, Improve' hierarchy.



²Where transport infrastructure might have an impact on European designated nature conservation sites (including Special Protection Areas, Special Areas of Conservation and Ramsar wetland sites), either on its own or in combination with other plans and projects, it will be necessary for the scheme to be assessed under the Habitats Regulations to determine whether it can go ahead.

Air Quality Management

Local authorities have a statutory duty under the Environment Act 1995 to carry out air quality monitoring for a number of pollutants listed in the national air quality objectives, and to take action when air quality problems are identified. In North Yorkshire this statutory duty lies with the seven district councils, however, where an air quality problem is related to traffic on the County Council's roads we have a duty to work with the district councils to try to improve air quality.

Generally the air quality in North Yorkshire is very good but there are a small number of locations where high traffic volumes cause localised problems. Air Quality Management Areas (AQMA) for nitrogen dioxide (NO₂) are designated if current or projected levels breach, or are likely to breach, the objective of 40 micrograms per cubic metre (40 µg/m³) as prescribed by the Air Quality Regulations.

There are four designated traffic related AQMA sites in North Yorkshire: Knaresborough; Ripon; Malton; and Selby (declared in 2016). These sites measure and monitor NO₂ emissions from vehicles relative to receptors such as residential properties.

Further to these four sites, there are also five sites around the county which have exceeded or are predicted to exceed the 40 µg/m³ limit, and there are two sites which are approaching the 40 µg/m³ limit, all of which are monitored closely and work is done to try to ensure these sites do not escalate to AQMA qualifying levels. These sites are located in Richmond, Bedale, Northallerton, Scarborough, Harrogate, and Tadcaster.



³See Part 3n – Air Quality and Noise for more information

Reducing Carbon Emissions and Adapting to a Changing Climate

The transport sector contributes 21% of the UK's greenhouse gas emissions⁴; however the good news is that the amount of greenhouse gases in all sectors, including transport, is decreasing over time.

Carbon dioxide emissions make up the largest percentage of greenhouse gas released into the atmosphere. In general, the highest concentrations of carbon emissions are found along the county's main roads, emanating from both vehicles and industry. These levels are monitored regularly though out the county, and remedial measures can be taken in order to reduce the impact of these emissions.

As expected, the A1(M) is the source of the highest levels of carbon emissions as this is a highly trafficked road. This road belongs to Highways England, and is therefore out of the control of NYCC. Our county's A and B type roads are emitting lower levels of carbon pollution, and these roads generally connect our county's towns. The Yorkshire Dales and North York Moors national parks show the lowest levels of carbon emissions⁵.

Industry can also contribute to the carbon emissions recorded in the county, the highest concentrations of which are found in our towns, and lined along the county's main roads. This has a doubling-up affect where the road is also a high carbon producer, and where the industrial process requires heavy transportation of good and products to and from the site. The County Council cannot directly influence choice of mode for the majority of trips made, however we can influence the decisions people make by maintaining our roads, promoting sustainable travel options such as cycling, walking and buses where this is feasible, and by promoting car sharing and linked or combined trips for our staff (like shopping on our way home from work).

By recognising the impacts of climate change, and their potential hazard to road users, we can increase the resilience of the highway network against the predicted effects which include varied patterns of rainfall and local flooding.

Public space and townscape

Providing an attractive place to live and work can help to encourage walking and cycling, and have a positive impact on how we feel in general. Ensuring that our footways and cycleways are maintained so that walking and cycling is not inhibited, while part of our statutory duties, also promotes a better quality of life through a healthier lifestyle, and interacting socially with other people within the towns and villages we live in. The aesthetics of having well maintained green spaces, green infrastructure, verges, and footways also improves quality of life, and therefore this is to be encouraged through grass cutting, planting, repairs, and repaving where required.



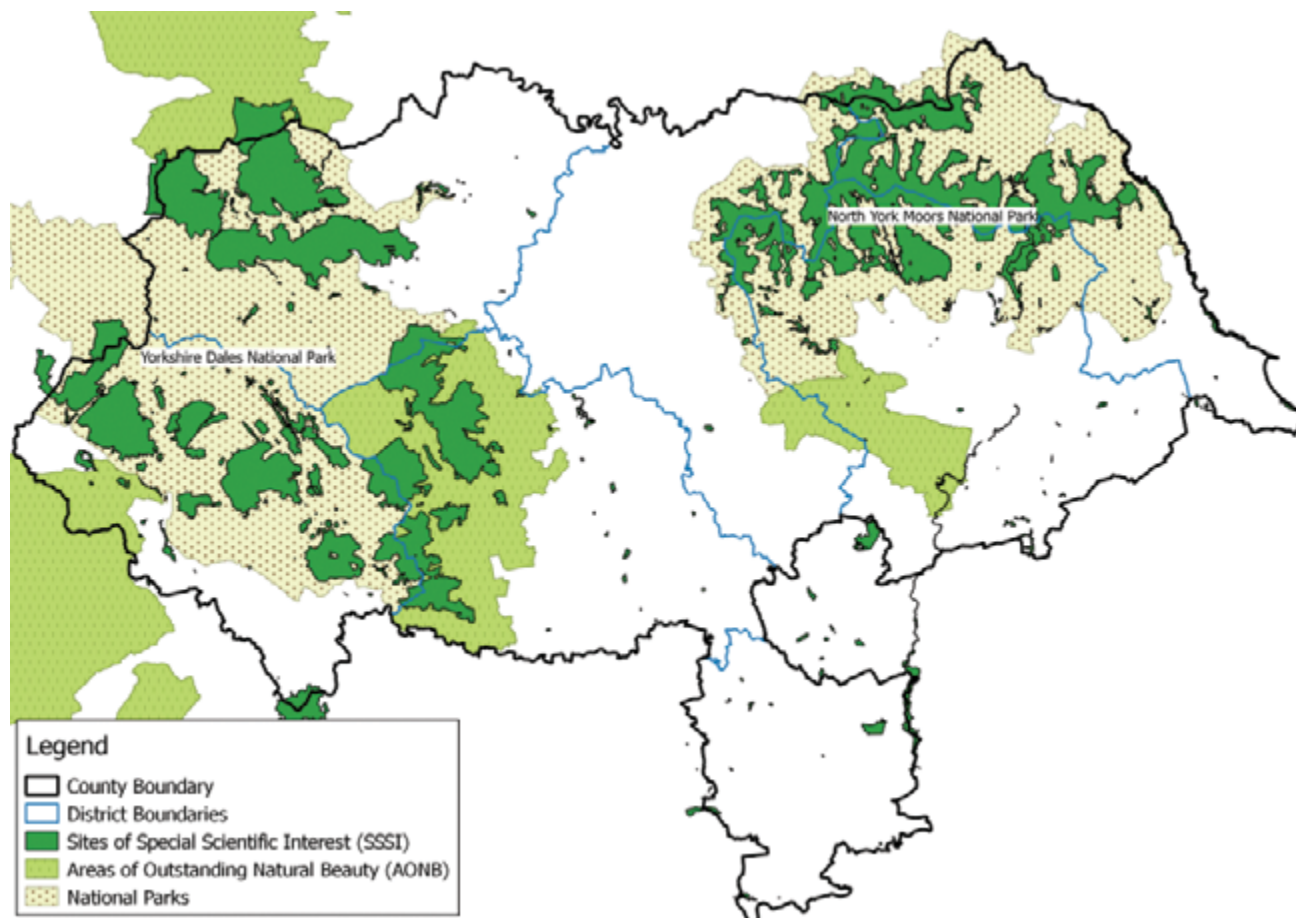
⁴Department of Energy and Climate Change, 2013 final figures, published February 2015

⁵See Part 3n – Air Quality and Noise for more information

Historic and Natural Environment

There are two designated national parks in North Yorkshire; the Yorkshire Dales national park, and the North York Moors national park. Additionally there are two designated Areas of Outstanding Natural Beauty (AONB) fully within the County and parts of two others along with numerous Sites of Special Scientific Interest (SSSI), historic monuments, and conservation areas as shown in **Figures 2d-2 and 2d-3**. We recognise the importance of respecting these designations and the local character of the County. Approximately 46% of the County is designated National Park or AONB. These areas contribute significantly to the County's economy by attracting visitors all year round, from all over the UK and Europe for leisure and tourism. In order to ensure they want to return again, we need to make sure these areas remain peaceful, pristine and protected.

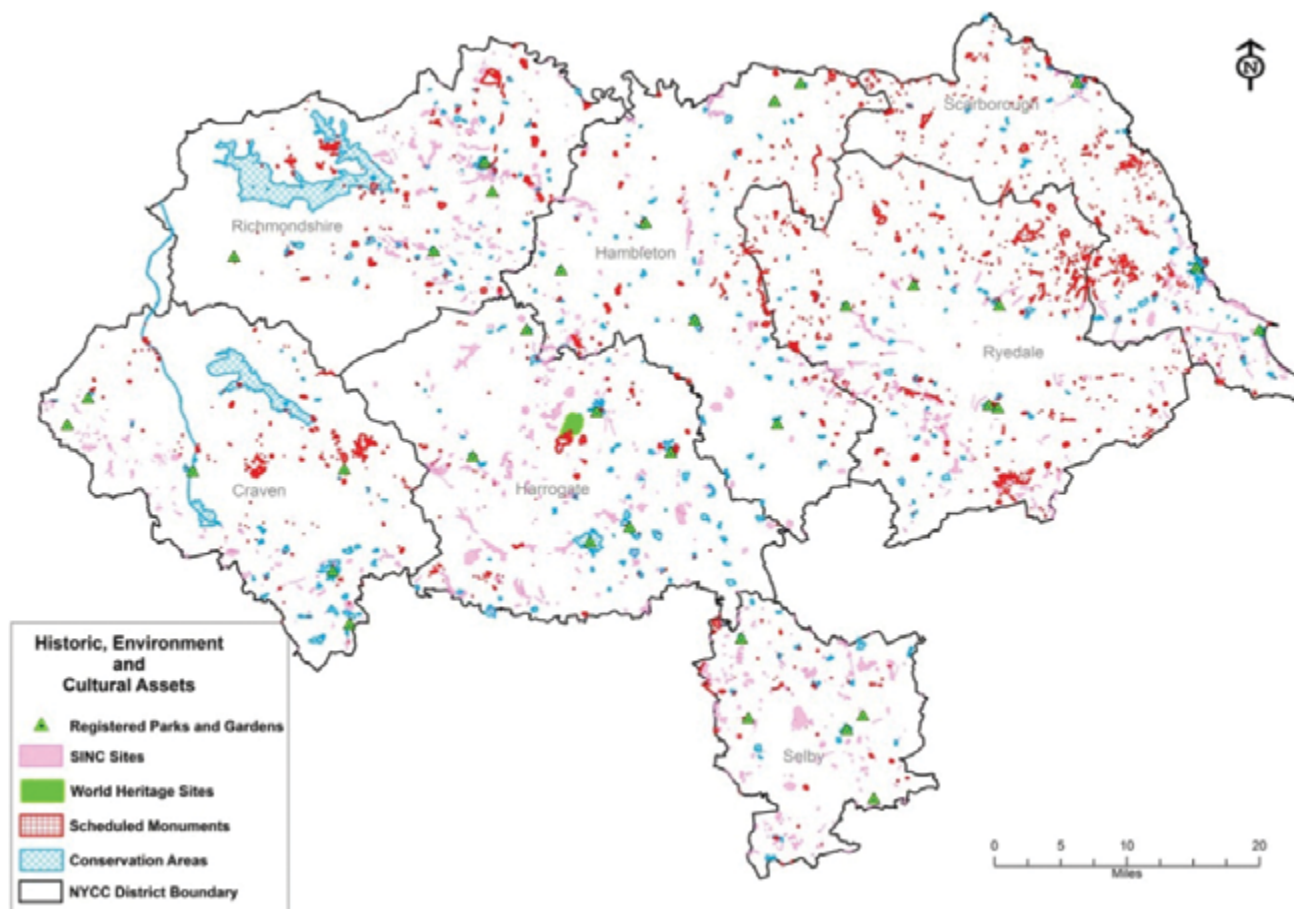
Figure 2d-2 National Parks, AONB and SSSI in North Yorkshire



The highway network which flows through the National Parks is controlled and maintained by NYCC as the highway authority. We need to be sympathetic to the environment when we carry out any road works, and the improvements need to be in keeping with the heritage status of the area, whether this is road surfacing or new signs or finger posts.

Wherever possible and subject to funding constraints we will continue to provide efficient and sympathetic highway management, maintenance and improvement works within our national parks, designated environmental areas and other areas which are considered sensitive.

Figure 2d-3 Conservation areas, Scheduled Monuments and World Heritage Sites



Conclusion

Promoting the environment and reducing air pollution remains high on the agenda for the transport sector. We cannot directly influence the majority of travel choices for those in the County, however where appropriate we will promote sustainable travel. We will encourage staff to travel to work using sustainable modes like buses and trains, walking and cycling, and will promote car sharing and combining trips.

We work with District Councils and other partners to help reduce transport related pollution (carbon and nitrogen dioxide) across the whole highway network, especially at AQMA sites and for new highway schemes. We will support measures to promote environmentally friendly forms of transport including provision for ULEV's and are currently developing a policy which will consider the provision of infrastructure for electric vehicles in North Yorkshire. We will seek to provide minor highway improvement schemes to reduce congestion and promote sustainable transport.

As outlined in the County Council's Highway Maintenance Plan 2006⁶ we will apply the principles of sustainable development via the increased use of recycled materials and by the adoption of a whole life costing strategy for treatment identification and selection. We will also consider the need to safeguard the biodiversity and geodiversity of the County's environment in the maintenance and improvement of the highway network. All of these initiatives together will help reduce our overall impact on the environment in North Yorkshire.



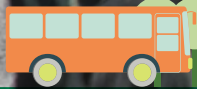
⁶<http://www.northyorks.gov.uk>



Objectives

Part 2e – Promoting healthier travel opportunities





2e - Promoting healthier travel opportunities

Why is promoting healthier travel one of our objectives?

This objective aims to address the health aspects linked to transport, by encouraging healthier travel such as walking and cycling, and by reducing some of the negative effects of transport, such as air pollution. Road and transport safety is considered as a separate objective but we coordinate both areas of work.

Transport can affect the health of everyone. This could be a positive effect from increased walking and cycling, or could be a negative effect from poor air quality caused by exhaust fumes or traffic noise. As such it has an influence on how we plan future transport, housing, employment and other developments in the county.

Healthier travel opportunities aim to improve the health of those travelling. They also reduce the reliance on motor vehicles, and so play a part in reducing the amount of pollution caused by them. We need to consider what we can do to promote, facilitate and influence the choice of how we travel. In doing so we will consider the factors that influence people's travel choices. These include:-

- **What is our purpose** for travelling? Is it for shopping, work, school, or a medical appointment? Does our journey have a single purpose or are we visiting more than one place? Do we need to carry anything?
- **When** are we travelling? Is our journey going to be affected by night time? Is it too early or late for the first or last bus or train?
- **How** far are we travelling? Are we physically capable? Do we have time? What is the geography of the journey?



Preventing Injury and promoting healthy and active travel

In particular, we will seek to coordinate our programme delivery to achieve complimentary Transport and Public Health aims and outcomes, including:

- Reduction of unintentional and deliberate injuries to children and young people;
- Reduction in premature deaths and injuries to all;
- Contribute to the Public Health Active lives and healthy weight programmes;
- Support road user and active travel education in schools in core subjects as well as Personal, Social and Health Education (PSHE) through the provision of key stage related curriculum resources and the support of a specialist road safety curriculum adviser to every school.

Promoting Positive Health Choices in travel

One of the major aims of the National Health Service and Public Health North Yorkshire is for everyone to pursue a healthier and more active lifestyle, and this highlights the importance of regular exercise in achieving good physical and mental health. Obesity and poor physical fitness is a growing problem across our society causing many health conditions that become long term and restrictive and which can lead to premature death e.g. from heart failure or stroke. With the increasing older population within North Yorkshire, good physical health within this section of society is important so that an active, independent and fulfilling lifestyle can be maintained.

It is recognised that the best and easiest opportunity for incorporating regular exercise into everyone's daily routine is through 'active travel'. Travel is a major part of most people's daily lives, whether it is the commute to work or school, visiting friends and relatives, or trips to the shops or health services. By incorporating healthier travel options into our journeys, we can help meet both transport and health objectives as well as reducing carbon emissions and making air quality improvements.



Travel Choice

Whenever we make a journey we make a decision on how we travel. The main factors which influence our decision are:

- Journey distance;
- Journey purpose;
- Weather conditions;
- Safety/security;
- Level of fitness;
- Geography of journey.

One of the factors affecting our choice is the distance of our journeys. North Yorkshire is a predominately rural county, with numerous small towns serving a large rural hinterland of dispersed communities. Consequently, our journeys can be longer than within urban areas, where places of work, schools and services tend to be closer and more accessible.

Figure 2c-1 of the Access to Services section shows the population density by parish. The diagram indicates that most of the county is very sparsely populated. The main populations are concentrated in the towns in each district, but the majority of the county consists of very rural areas.

For rural journeys a combination of factors may prove a barrier to adopting healthier travel options. This could relate to the hilliness of the journey, the greater journey distances, the feeling of safety and security along the journey route, possibly from the lack of street lighting or no segregated facilities for walking and cycling, or from exposure to prevailing weather conditions.

However, 62% of the population of the county live in towns or larger settlements and as such healthier travel may be an option for some of their journeys. Choosing to make trips wholly or partly by active travel such as walking or cycling can have significant health benefits, and there are many opportunities for people to change their means of travel especially for shorter trips.

North Yorkshire has a strong leisure base for healthy travel. It is a popular holiday and weekend destination with two National Parks, many miles of public footpaths and other rights of way and a popular coastline bringing many people into the county for walking and cycling activities. This has been strengthened by Le Grand Depart of the 2014 Tour de France staged in Yorkshire and the first annual Tour of Yorkshire in 2015. This new and continuing focus on cycling presents good opportunities to promote active travel for both residents and visitors.

The availability of types of transport can also affect our choice of travel, such as the level of public transport availability or the level of car ownership. We recognise that the bus network is relied upon for connecting those without a car to essential and non-essential services for work, health, retail, leisure and socialising. Public transport provision is greater around population centres where the majority of journey purposes are focussed, giving greater opportunity for healthier travel in those areas.

The level of car ownership in North Yorkshire is generally higher than the national average, possibly due to the level of public transport provision and/or the rural location of much of the population. Table 2c-3 of the Access to Services section shows the level of car ownership by district within the county.

We recognise that high vehicular traffic flows can make life more difficult for pedestrians and cyclists therefore by working with our partner councils and agencies, we can identify and take up opportunities to accommodate and enable healthier choices and make them more available where these are practical and achievable. However, it must be recognised that there is always a need to reach an appropriate balance between the needs of all transport users regardless of mode.

Air Quality

Every year, it is estimated that, nationally, 29,000 premature deaths are caused by long term exposure to poor air quality in the UK. This is nearly 5% of all annual UK deaths. For those affected, air pollution reduces life expectancy by an average of about eleven years.

Air quality is monitored at many locations throughout the county, but primarily in congested, built up areas where the effects are localised and more concentrated¹. The use of combustion engines affects the atmosphere in two ways:

- Locally by the production of NO2 emissions and particulates in exhaust fumes which are known to cause ill health, and
- Globally by the production of carbon emissions and CO2 which has a direct effect on global warming and the ozone layer.

Within the county there are a number of locations where NO2 levels have consistently fallen below EU standards, four of which have been declared as Air Quality Management Areas. These are in Malton, Knaresborough, Ripon and Selby (declared in 2016).

The District Councils are responsible for monitoring and managing air quality in their areas. They are also responsible for the declaration of Air Quality Management Areas where air quality does not meet standards. We will work closely with the District Councils to address any air quality issues that relate to or are attributable to transport on our highway network, especially where an action plan has been developed for a management area.

Healthier Transport & New Development

Working with the planning authorities we will seek to ensure that new developments, especially larger schemes, are located in places where sustainable and healthy transport is a realistic option². Additionally, as new developments are planned we need to ensure that sustainable and healthy methods of travel are adequately provided for within the design and are in place before the first residents move in. This will include the provision of footpaths and cycle way links both within any development, and also to nearby employment sites, shops, schools and other services such as health care and public transport.

Also associated with new developments are Travel Plans, a requirement of any new development which is likely to have significant transport implications. A Travel Plan is a travel policy statement prepared by an individual business which positively increases travel options for staff, visitors and customers, of which healthy travel options form part of the travel plan package.

Public Transport

Public transport provides an indirect link to healthier travel objectives. A person travelling by public transport is more likely to complete part of their journey by a healthy mode if they are using public transport rather than a private car. There is likely to be a walking element at either end of a bus journey, or a cycle journey across town to catch the train. Also one bus can carry as many travellers as 50 single occupancy cars, thus reducing the pollution from transport and reducing congestion.



¹See Part 3n – Air Quality and Noise for more information

²See Part 3g – Planning and New Developments for more information

How will we achieve this objective?

We will continue to encourage people to choose active travel by communicating the health, financial and environmental benefits. We will also aim to reduce the real and perceived risks of road accidents and fears about personal security that are often associated with active travel modes. Where possible, appropriate and affordable we will maintain and provide the infrastructure (footways, crossings, cycle routes etc.) that will allow people to make the switch to walking and cycling.

Working with the planning authorities and developers we will seek to ensure provision within any new development of suitable facilities to encourage healthier travel choices, such as footways, cycleways, crossings, bus stops and the links to essential services. We will work to ensure that these facilities are built into the scheme from the outset so that they are in place when people start to move in.

As the highway authority we will work closely with the District Councils to address any air quality issues that arise from traffic on our highway network, especially where an action plan has been developed for a management area.

We will seek improvements through any transport grants that become available, such as the recent Local Sustainable Transport Fund. This fund has allowed the promotion of healthier and active travel improvements to be made, such as new cycle ways and connections between existing routes, new crossings, bus service promotion, and real time travel information.

Conclusion

Transport affects the health of everyone. We spend a good proportion of our time each day travelling. This may be to the local shops, the doctors, to work or to school. Both the Joint Strategic Needs Assessment for North Yorkshire and various other health studies have highlighted the importance of regular exercise in achieving and maintaining a healthy lifestyle, and one of the best ways of achieving this is to incorporate it into our regular routines, such as our travel methods. By promoting and making available facilities for active travel, North Yorkshire seeks to address some of the health aspects of transport. By also reducing reliance on the motor vehicle we aim to help improve air quality in built up areas, where air quality issues are concentrated.



