

## **RYEDALE DISTRICT COUNCIL LOCAL TRANSPORT PLAN STATEMENT 2003**

The District Council supports the Transport Strategy set out in the North Yorkshire Local Transport Plan 2001-2006. The Council played an active role in development of the Local Transport Plan (LTP) and is engaged in delivery of the strategy in the following ways:

### **The Local Plan and Development Control**

The Ryedale Local Plan was adopted on the 22 March 2002 and includes land use policies and proposals that reflect the transport strategy set out in the Local Transport Plan. A central element of the Local Plan's development strategy is to reduce the need to travel by focusing most new development in the market towns where jobs, shops and services are accessible by modes of transport other than the car. Consequently, all of the business and employment allocations and the major housing allocations are located in Ryedale's market towns.

Policies in the Plan also require that significant housing development (sites of 0.3ha or above or for 10 dwellings or more) only take place in locations with accessibility to local jobs, shops and services by modes of transport other than the car. Policies also implement other aspects of Government housing policy including requirements for higher densities, reduced priorities for car movement and a requirement for measures to encourage walking, cycling and public transport use. Development in the open countryside is strictly controlled and limited to that required to meet local needs and support the rural economy.

Furthermore, the primary objectives of the transport policies within the Local Plan are to reduce the amount of CO<sub>2</sub> and other harmful emissions from motor vehicles in Ryedale, and to encourage the use of more energy efficient and less polluting forms of transport. The Local Plan policies also aim to reduce the adverse impacts of motor traffic on public safety, amenity and the environment and to specifically improve and extend facilities for pedestrians, cyclists and horse riders. Moves to protect and improve safety levels for all transport uses are also a key objective.

Specific policies within the Ryedale Local Plan encourage the implementation of appropriate traffic management measures (particularly in residential and public areas and near to schools) and support the improvement of public transport and rail services in the area, including the provision of freight transfer facilities. Policies also protect public transport and rail infrastructure. The District Council is working in partnership with the County Council and other stakeholders to develop and implement the following proposals:-

### **Freight**

The District Council contributed to the development of the North Yorkshire Freight Strategy and is a member of the Sherburn Freight Quality Partnership, established by the County Council's Freight Officer. The Partnership involves officers and members from the County Council and Ryedale District Council, Parish Councillors, the Highways

Agency and representatives of Wards/Atlas Building Systems. The Partnership particularly aims to resolve the problems caused by HCVs using St Hilda's Street in Sherburn.

## **Rail**

The Ryedale Local Plan specifically safeguards disused railway lines from development to allow for possible future re-use or the creation of cycle routes/footpaths. The District Council has been working in partnership with the County Council, the National Park, York City Council, the North York Moors Railway and Railtrack to investigate the feasibility of reopening the disused Malton to Pickering railway (which was identified in the LTP). A Passenger Demand Study has been completed, following which the County Council gave a useful presentation on progress to date to District Councillors and representatives of Pickering Town Council and Pickering in Business. Work has progressed to gather information for a possible Rail Passenger Partnership prequalification bid, although changes in the funding situation have meant that a bid has not yet been submitted. Cost estimates for the project are currently being reviewed to ensure that up-to-date figures are available.

## **Cycling and Pedestrians**

In addition, the Local Plan seeks the improvement of existing, and the creation of new facilities, for pedestrians and cyclists. The Plan specifically supports the preparation of cycle plans within the District and the establishment of links to the National Cycle Network. Work on cycle and pedestrian action plans for Malton and Norton is timetabled for 2003/4, and various transport issues, including pedestrian and cyclist concerns, have been raised through the initial workshop for the Malton and Norton Transportation Strategy. The District Council has achieved some progress on cycle ways linked to erection of flood defences in Malton and Norton and is keen to see links to wider (both cycle and train/bus) networks as part of production of the Cycle Plan. Provision of cycle facilities is also an element of proposals for the development of a more effective Malton/Norton Transport Interchange. Based on the train station / bus station area of Malton and Norton, measures are being progressed (see below) to improve the area and to encourage greater integration of train and bus services.

Pedestrian and cycling issues within Helmsley are integrated into development of the Helmsley Traffic Management Plan, and this is an approach that the District Council supports. This Authority has also been working in partnership with officers from the County Council, North York Moors National Park and the Forestry Commission to develop a Cycle Plan for the North York Moors Sub-Area and has had particular input to the location of routes, linkages with routes outside the area, provision of cycle facilities and links with objectives in the Ryedale Local Plan. The District Council looks forward to progress on the Pedestrian and Cycling Action Plans for Kirkbymoorside and Pickering, with early consultations having recently taken place for the Kirkbymoorside Plan.

## **Traffic Management Plans**

The District Council strongly supports proposals in the LTP to produce and implement

traffic management and improvement schemes for individual market towns.

The Authority has been involved in the Helmsley Traffic Management Plan, along with a whole range of other stakeholders, and this Plan deals with a whole range of transport and land use issues. This Authority was involved in workshops organised by NYCC to take a partnership approach to the development of the Helmsley Traffic Management Plan. The Plan addresses issues to improve safety, in addition to a whole realm of other measures to encourage cycling and walking, enhance public transport provision in the town and other transport related improvements. The Plan was adopted in October 2002 and includes a residents parking scheme, a new puffin crossing, improved pedestrian and cycle facilities, junction enhancements, 20mph zones, and signage improvements.

Recent reports produced for the Malton/Norton Partnership (through the Market Town Initiative) have shown a town centre disadvantaged by heavy traffic and congestion, with a lack of pedestrian friendly areas. There is poor access to Norton due to a lack of access from the eastbound A64 and no direct access from the A64 to the B1257. This is leading to a proliferation of traffic, in particular HCVs, in the central areas of the twin towns with a detrimental effect on the environment, the social and economic development of the towns and community safety. The District Council is therefore very anxious to play a full role in the development of a comprehensive traffic study of Malton and Norton, and raised many important issues at the workshop that marked the start of the Malton/Norton Transportation Strategy in November 2002. Since that time the District Council has worked very closely with the County Council and their agents Mouchel, to progress the Transportation Study. This Authority has fed detailed local information into the Study regarding congestion, danger points, potential development sites and required infrastructure improvements. Ryedale has also participated in the development of the traffic origin and destination survey that was undertaken in early 2003 to inform the Transportation Study.

The District Council, in partnership with Yorkshire Forward, is commissioning a study of potential redevelopment and enhancement sites in the river-rail corridor that links Malton and Norton, to be completed before the end of 2003. The appointed consultants are being instructed to work closely with Mouchel and the County Council regarding the Transportation Study as traffic issues (in particular overcoming the congestion that occurs in central Malton/Norton) are a major consideration in assessing the potential for redeveloping and improving these key areas.

### **Ryedale Community Plan**

The District Council and the County Council are working in partnership to implement and develop projects that further the key themes identified in the Ryedale Community Plan, in particular under the Access and Communication Theme. Relevant schemes and activities are currently being developed and coordinated for Years 1, 2 and 3 of the Community Plan in relation to improving public transport, increasing the diversity of transport options available and developing a more efficient road system with reduced congestion and increased safety and choice. A detailed Action Plan for Access and Communication will be published in Autumn 2003.

## **Green Travel Plans**

Green Travel Plans will be requested where appropriate as part of planning applications in Ryedale, in accordance with the relevant policy in the Adopted Ryedale Local Plan.

## **Parking Standards**

The District Council is keen to see adoption of parking standards for the County that reflect recent advice in PPG13, PPG3 and the Regional Planning Guidance for Yorkshire and Humber. North Yorkshire County Council has recently adopted revised parking standards for the County and there is a commitment in the Ryedale Local Plan to adopt the finalised parking standards for development control purposes, provided that they reflect national and regional planning guidance. There is currently (July 2003) further work to be done on a local agreement regarding the application of the new standards to the market towns in Ryedale, however once this has been agreed, it is anticipated that the new parking standards will also be adopted by this Authority.

## **The A64 (including links between Malton/Norton and the A64)**

The District Council, North Yorkshire County Council and Scarborough Borough Council are all anxious to achieve a major up-grading of the A64 trunk road between York and Scarborough in order to significantly improve safety, reduce congestion and delays, lessen impact of the road on local residents and bring about associated economic benefits. To that end, the three authorities, in partnership with regional bodies and the Highways Agency, have funded a detailed study to investigate the benefits of upgrading this section of the A64. The three local authorities, together with the Regional Assembly and Yorkshire Forward, are now pressing for the upgrading to be a regional transport priority to reflect the outcome of the Study (which concluded that there was a case for significant upgrading beyond the Route Management Strategy (RMS) proposals). Support is being sought from Government for undertaking further studies regarding the cost and environmental impact of detailed proposals.

A major issue, both in terms of the initial work on the Malton/Norton Transportation Study, the A64 Route Management Strategy and the recent partnership approach to the future of the A64 has been significant concern regarding the poor connections between the A64 and Malton/Norton. Currently, there are restricted movement junctions serving both Malton and Norton, and no junction at all between the A64 and the B1257. The result is that far more traffic (particularly HCVs) travels through central Malton/Norton than would be the case if the junctions were upgraded to allow these movements to take place using the A64 (NB detailed information regarding this matter is being produced through the NYCC Transportation Study of the twin-towns). These traffic levels cause significant delay and congestion and detract greatly from the quality of the environment within the towns. In addition to precluding enhancement of the central areas, the traffic problems act as a major obstacle to the redevelopment of several key brownfield sites within the towns. Consequently, this Authority and the County Council are anxious to achieve A64 junction upgrades at the earliest opportunity and have agreed a partnership approach with the Highways Agency to realise this ambition (NB the A64 RMS includes the junctions at Malton/Norton as a medium term action, and therefore several years

away). An element of this partnership approach will include seeking developer contributions towards the cost of upgrading the junctions.

### **Ryedale Community Safety Strategy 2002 – 2005**

The Audit of Crime and Disorder in Ryedale carried out in 2001 showed that people have a wide range of concerns that can potentially be addressed by proposals in the LTP. The concerns relate to speeding traffic, poor public transport, drink driving and the increase in the number of injuries and casualties on the roads of Ryedale. One of the key aims of the Strategy relates to quality of life and the need to “increase the safety and feeling of well being for people in Ryedale both in their homes and out in the community”. The Strategy aims to reduce the incidence of drink driving and general speeding traffic throughout Ryedale and influence driver behavior by education programmes, innovative projects and enforcement.

Recent activities promoted by Safer Ryedale include the purchase a mobile speed display unit that Parishes can loan to display the speed of motorists that are passing through their village. The mobile unit can also display a message to the speeding motorists. In addition, Safer Ryedale has carried out 2 operation siren events, a driver education initiative relating to speed offences, involving the emergency services, and has had a good response to this initiative.

### **Rural Transport Partnership**

The District Council, in partnership with the County Council, North York Moors National Park, the North Yorkshire Health Authority, Scarborough Borough Council and others, contribute to the Rural Transport Partnership (RTP). The District Council is the lead partner in the RTP. The RTP funding is largely revenue whereas the LTP involves capital expenditure so there are opportunities for match funding for significant amounts of finance. The Partnership has developed various initiatives to improve access to employment, training and services in rural areas including a ‘Wheels to Work’ (moped loan) scheme, a minibus ‘brokerage’ scheme and further development of the Social Car Scheme. The Wheels to Work Scheme has twelve bikes, all of which are currently allocated. Additional funding has been secured through SRB for a further four bikes.

The Partnership secured RTP funding to enable staff at Ryedale Voluntary Action to train and assess volunteer drivers to the nationally recognised Minibus Driver Awareness Scheme (MiDAS), and Minibus Emergency Evacuation Procedures Scheme (MEEPS) standards. Building capacity in this way enables RVA to generate additional revenue.

The RTP is also working with Ryedale Voluntary Action to develop their role as a community transport provider. The Partnership is currently working with officers from County Council and RVA in order to put together significant SRB and Rural Bus Challenge bids.

Work is ongoing to put together a bid for RTP funding to enable RVA staff to undertake Certificate Of Professional Competence (CPC) and Passenger Carrying Vehicle (PCV). This will enable RVA to apply for an Operator’s License and then bid for local public

service contracts once the organization has its own vehicles. This they would be unable to do with their existing 'small bus' (Section 19) permits.

A Business Plan was completed on behalf of a Working Group involved in developing Phase One of Malton/Norton Transport Interchange (NB this issue is also discussed in relation to the Market Towns Initiative below). Progress has been achieved in terms of small-scale, but significant improvements at Malton Rail Station. CCTV has now been installed, with work soon to begin on new lighting, signage, information cases, bench seats and cycle lockers, all in a style in keeping with the listed status of the station buildings. Funding has been secured through Market Towns Initiative, SRB, Norton Town Council, Malton Town Council and Ryedale District Council. The Working Group hopes to build on these initial improvements by linking large-scale infrastructure development (Phase Two), particularly of the bus station and information systems, to the forthcoming review of the LTP.

The Countryside Agency's Parish Transport Grant can play a significant role in terms of localised service provision (although there are currently significant constraints on the levels of funding available). 'Needs Assessments' have been carried out in Leavening, Pickering, Lockton and Levisham as part of the scheme and the District Council is keen to encourage progression of these projects. In Pickering, the 'Needs Assessment' is being developed through the Pickering Community Investment Prospectus. Other Community Investment Prospectuses are being developed.

The Partnership has supported the development and implementation of Taxi voucher schemes in Pickering, Burythorpe and Leavening.

### **Malton/Norton Market Towns Initiative and SRB**

The District Council is keen to encourage improved co-ordination between the bus and rail services at Malton and is currently involved in proposals to develop a transport interchange in the towns. There is an urgent need to progress this project to tie in with timetables for other funding programmes including SRB and Rural Transport Partnership funding. The existing bus and rail stations are in close proximity with each other and development of this facility will have significant economic, social, tourism and leisure benefits for the town and its hinterland, and, it is hoped, will lead to greater integration between rail and bus services, together with improved facilities for public transport users. A partnership group, the Malton and Norton Transport Interchange Working Group (involving Ryedale District Council, North Yorkshire County Council, bus and rail operators, the Rural Transport Partnership and community and landowner representatives), has been established to progress this initiative. This has led to a 2 phase enhancement plan being prepared for the area, with initial work (involving some SRB funding) having begun to improve signage, provide CCTV, provide seating and cycle lockers and make cosmetic improvements. The second phase of the enhancement requires significant funding and involves the replacement of the existing bus station, with possible re-routing of Railway Street. This scale of improvement would require the project to be progressed through the next, post 2006, Local Transport Plan. This Council is anxious to work with the County Council and the Interchange Working Group to progress the significant enhancement of this area and to ensure that this major project forms part of the next North Yorkshire LTP.

A consultants study of potential redevelopment and enhancement areas in the river-rail corridor in Malton-Norton is also to look at the transport interchange area with a view to further developing proposals for the enhancement of this area and the facilities available. This Study should be completed in late 2003.

## **Air Quality**

The present National Air Quality Strategy was published in January 2000. The strategy establishes the framework for achieving improvements in ambient air quality in the UK. The strategy sets health based standards for eight important pollutants and identifies what needs to be done at local national and international level to achieve air quality objectives. An Addendum to the Strategy was published in February 2003.

Objectives for seven of the eight pollutants have been prescribed in The Air Quality Regulations 2000, made under the Environment Act 1995. The seven pollutants are:

Benzene;  
1,3-Butadiene;  
Carbon monoxide;  
Lead;  
Nitrogen dioxide;  
PM<sub>10</sub>;  
Sulphur dioxide.

Under provisions of The Environment Act 1995, local authorities are required to carry out a periodic review of local air quality in their district and to assess present and predicted future air quality against the prescribed air quality objectives.

If, on completion of a review and assessment, it is considered unlikely that an air quality objective will be met by the deadline, the authority must designate an air quality management area and formulate an action plan for the improvement of air quality.

The Council completed its first Local Air Quality Review and Assessment in July 2000 and concluded that the objectives are likely to be satisfied by the target dates. A further Review and Assessment of Local Air Quality (an Updating and Screening Assessment) has now been undertaken and was submitted to Defra in May 2003. The Updating and Screening Assessment concluded that in respect of the following pollutants a risk has been identified that an air quality objective/provisional objective will be exceeded at a location with relevant public exposure:

- Nitrogen dioxide
- PM<sub>10</sub>

Consequently, the Council must now undertake a Detailed Assessment for Nitrogen dioxide and PM<sub>10</sub>, in order to identify with reasonable certainty whether or not an exceedence is likely to occur at the locations in question. The Detailed Assessment, which will involve real time continuous monitoring of pollutants for a six-month period at a Malton town centre location, is due to be completed by the end of April 2004.

## **Car Parking**

In line with the Best Value process the Authority has undertaken a fundamental service review of the car parking service.

A series of strategic objectives have been developed which seek to encourage local use of local facilities through the marketing of a subsidised residents parking scheme, in addition to differential parking to increase turnover and footfall of premium town centre locations.

A substantial amount of regulated and unregulated parking takes place within the District. Though Ryedale District Council currently controls none of these spaces they clearly have a significant part to play regarding the overall picture of car parking provision. It is proposed that investigations will take place to research the possibility of developing partnership arrangements with other parking providers.

A Car Parking Strategy will be prepared during the year 2003-4 which will outline the development of the service in the medium term. The current strategic objectives of the service will be reviewed, to take into account the aims of the Community Plan, the results of consultation and corporate/service objectives

As part of this process Ryedale District Council will continue to work with all stakeholders to improve and develop the service and to address local concerns with regard to the amount of regulated and unregulated parking within the District.

## **Public Transport**

The District Council recognises that in sparsely populated rural areas the conventional bus service cannot serve every need. There are good bus services along the principal transport corridors, particularly on the A64 between the regional service centres of York and Scarborough. Service and infrastructure development has taken place along the B1257 between Hovingham and Malton. However, conventional services outside these corridors tends to be infrequent or absent. In areas of low population density, flexibility of service provision is the overriding imperative. This should involve a combination of scheduled and demand responsive services, wherever possible integrating with and feeding into the core transport network. The development of Ryedale Community Transport will be consistent with these aims. The Post-Bus, although providing an important service to a number of communities in the Yorkshire Wolds, is only a partial solution, as it is not conducive to all work journeys. There is a need to seek better use of all existing non-conventional transport opportunities. Access for employment and training is problematic where there is no public transport. Solutions include the 'wheels to work' scheme and maximised use of the Parish Transport Grant Scheme and the Rural Transport Partnership Fund. More effective use of existing resources is important, i.e. Social Services minibuses that are underused in evenings and at weekends. A Section 22 permit would enable these vehicles to be used effectively as a public service (but drivers would have to be volunteers) and the purchase of community cars could link in with brokerage. Regular transport for residents in the more isolated communities could be met through the provision of Section 19 services, using paid drivers, partially funded through the revenue-only RTP fund.

To this end, the District Council, in partnership with the County Council, North York Moors National Park and others, contributes to the Rural Transport Partnership for Ryedale and North East Yorkshire. This Partnership is seen as fundamental in an area where passenger journeys are small in number and where innovative schemes will be required to fulfill demand. The Partnership has facilitated the development of a Ryedale Community Transport Project, which utilises the existing Car Scheme in combination with minibus “brokerage” to provide a more flexible and responsive service across the whole of the District. The District Council has developed a community transport fund to boost take up of the Countryside Agency’s Parish Transport Grant scheme and to assist with the provision of an integrated rural transport system in the District.

In connection with this, the issue of adequate up-to-date information on services – both conventional and non-conventional - will be vital and the District Council would totally endorse the approach of the County Council. Tourist Information Centres may assist in this role, along with new approaches to providing better information and access to services for the public in Ryedale, such as are being developed through the North Yorkshire ICT Partnership.

The move to improved ticketing equipment is supported. In addition, the improvement of the infrastructure at interchange points is to be welcomed and the District Council is working with the County Council regarding improvements to the transport interchange in Malton and Norton (see above).

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