

North Yorkshire Strategic Partnership - Executive

26 June 2008

2008 North Yorkshire Local Transport Plan - Progress Report

1.0 Purpose of Report

- 1.1 This report updates the NYSP Executive on the Local Transport Plan mid-term review and seeks the views of members on key issues to be addressed by the 2008 LTP Progress Report.

2.0 Background

- 2.1 The North Yorkshire second Local Transport Plan (LTP 2) is the main transport strategy, policy and delivery document for the County. The LTP is a statutory document that has to be submitted to Government every five years. The current LTP commenced in April 2006 and runs until March 2011. Whilst LTP 2 was prepared by the County Council it is not solely an NYCC document and requires the cooperation of a wide array of partners to deliver improved transport in County.
- 2.2 The North Yorkshire LTP 2 was rated as 'Excellent' by Government. Over the five year period of LTP 2 the government have allocated approximately £42m to NYCC to deliver transport improvements (integrated transport block allocation) in the County. This includes approximately £6m additional reward funding as a result of our 'Excellent' rating.
- 2.3 The LTP identifies seven transport Objectives to be delivered across the county. These are:

Accessibility (access to key services)
Safety
Environment
Congestion
Quality of Life
Economy
Efficiency

LTP 2 is also a spatial document and therefore recognises that the importance of these objectives may vary in different parts of the County. For example in the remoter rural areas of Craven, Richmondshire and Scarborough access to services is a major issue whilst in urban Harrogate and Scarborough traffic congestion is more important. The

County Council recognises the importance of congestion and its constraint on economic development in the urban areas of the County and implement measures to address the problems.

3.0 2008 LTP Progress Report

3.1 During the summer of 2008 the Government requires the County Council to submit a LTP 2 Progress Report including a mid-term review of delivery. A strong recommendation of the Government guidance on these reports is that there should be engagement with partners and stakeholders and specifically that the Local Strategic Partnership should be engaged in this process.

3.2 You may be aware that over the last two months the County Council has engaged with almost 300 stakeholders and partners and all 701 parish councils in North Yorkshire. This has taken the form of a stakeholder seminar in April and a postal information and consultation exercise. A copy of the Information Bulletin and Questionnaire used for this consultation is attached for your information.

4.0 Links to the NYSP Sustainable Community Strategy

4.1 As the transport policy and delivery document for the County there are both direct and indirect linkages between the seven LTP Objectives and many of the ten Sustainable Community Strategy Priorities. The key direct linkages are highlighted below:

- **Access to Services and Public Transport** – The LTP Objective 1 of Accessibility is currently the joint top priority with safety and aims to ensure good access to key services through improved transport and local delivery of services. The LTP also incorporates the Bus and Community Transport Strategies. The LTP is therefore the key means of delivery of this Priority.
- **Community Safety** - One of the aims of the Community Safety priority is to support the partners involved in measures to reduce the number of deaths or serious injuries as a result of road traffic accidents. The LTP Objective 2 of Safety is currently the joint top LTP priority alongside Accessibility. The York and North Yorkshire Road Safety Strategy (95 Alive) is a key part of LTP 2.
- **Environment** – Objective 3 of the LTP is also Environment. The LTP incorporates the measures that the County Council and its partners will use to reduce the environmental impact of transport including the carbon footprint of transport.

- **Others** – Good transport is also a key element that will contribute towards the delivery of the other Priorities in the Sustainable Communities Strategy. Examples range from the necessity of good transport networks for economic growth to the encouragement of active transport (walking and cycling) as a means to improve health and fitness in both young and older people.

5.0 Key Issues for the Progress Report

- 5.1 There are a number of key issues that have arisen during the first half of LTP 2 delivery or have been raised during the engagement process for the Progress Report and these are discussed in this section of the report. In considering these issues in relation to the ongoing delivery of LTP 2 it would be useful to have the views and ideas of the partners on the NYSP Executive.
- 5.2 **Relative Priorities of LTP 2 Objectives** - Consultation carried out during the preparation of LTP 2 helped determine that in North Yorkshire (as a whole) Accessibility and Safety were the main transport priorities with Congestion and Environment being seen as a second priority. It was however recognised that there are areas of the county, such as Harrogate and Scarborough, where congestion is a significant issue. Recently and as part of the Stakeholder engagement Harrogate Borough Council and a small number of stakeholders have suggested that the relative priority afforded to congestion should be higher and at least equal to that given to Accessibility.
- 5.3 Clearly progress must be made on the delivery of all of the LTP 2 Objectives. However it must be recognised that with limited funding and staff resources in both the County Council and partner organisations it is necessary to prioritise the delivery of the Objectives. This priority will directly influence the amount of LTP funding directed to different types of schemes and initiatives to achieve each of the Objectives and will also influence the NYCC staff time spent on them.
- 5.4 A key issue for the 2008 Progress Report is therefore to determine whether the stakeholder and partner perceptions of these transport priorities have changed since the LTP 2 was prepared. Initial indications from the stakeholder engagement indicate that Safety should remain the highest priority with Accessibility a close second and Congestion third. Progress towards achieving the Killed or Seriously Injured Road Casualty (KSI's) targets included in the LTP and LAA would also support the priority afforded to safety. Whilst KSI's are continuing to decrease, the rate of decrease has fallen significantly. Although initial indications for 2008 are promising, there is a general feeling amongst the '95 Alive' partners that future reductions are going to be much more difficult to achieve.

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5.5 Further work is being carried out to determine whether a change in the relative priorities is required as a result of the stakeholder engagement outcomes. As the NYSP is representative of most of the partners involved in delivery of the LTP the views of NYSP Executive are important to determining the priorities for delivery of transport improvements and the County Council would therefore welcome views on the priorities discussed above.

5.6 **Working with Partners to Improve Accessibility** – As part of LTP 2 the government have placed the responsibility for improving access to key services (healthcare, education, employment, food shopping) on the local transport authority. Whilst the government recognise that this needs the co-operation of the service providers there is no duty placed on them to co-operate with the County Council.

5.7 The County Council has adopted a two pronged strategy to improving accessibility in LTP 2 in line with the approach taken by Government. This is:

- Improving transport to services.
- Local delivery of services.

Whilst improving transport to services is not a straightforward matter the County Council has powers to undertake the majority of this part of the strategy. However, as the County Council is in most cases not the service provider organisation, promoting the local delivery of the key services is proving to be a significant difficulty. In many cases, and quite understandably, improving access to services is not a high priority for the service delivery organisation. A particular issue is the increasing government pressures for the centralisation of health care leading to the closure of local hospitals or a reduction in the treatments offered at them. Similarly a number of rural doctors surgeries have closed and the concept of GP Poly Clinics are only likely to further increase centralisation. The unwanted side effect of both these issues is to make access to health services for people in rural areas more difficult and costly (both for the individual and the County Council).

5.8 The County Council would therefore welcome the views of the NYSP Executive on how we can seek to improve partnership working with the healthcare providers to help balance these conflicting pressures and ensure that centralisation of health provision does not adversely impact on accessibility.

5.9 **City Regions** – Executive members will be aware of the City Regions which are seen by Government as important economic drivers. Parts of

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North Yorkshire fall within the sphere of influence of two City Regions. The Leeds City Region (LCR) incorporates parts of the Craven, Harrogate and Selby districts of North Yorkshire and the Tees Valley City Region (TVCR) has strong linkages to parts of the Hambleton, Richmondshire and Scarborough districts of North Yorkshire.

- 5.10 The Government recently published the Local Transport Bill which is expected to become legislation in the near future. This changes the role of the Metropolitan Passenger Transport Authorities to become Integrated Transport Authorities (ITA) and take on more strategic transport functions for their areas. The Bill also enables a review of transport governance in any part of the country and allows the setting up of new ITA's. This review also allows the boundaries of a new ITA to be changed to better reflect travel patterns.
- 5.11 Members may be aware that Metro (the West Yorkshire Passenger Transport Executive) has recently commissioned a review of transport governance in the Leeds City Region. Whilst it is accepted that the main impacts of this review would fall outside the LTP 2 period (post 2011) the 2008 LTP Progress Report needs to set out to government the County Councils approach to transport in the City Regions. The Progress Report provides an opportunity to emphasise the County Councils contribution to achieving the transport objectives of the City Regions through effective and enhanced partnership working with the respective neighbouring authorities.
- 5.12 The County Council would welcome the views of the NYSP Executive on this approach to transport governance and delivery in the City Regions.

6.0 Recommendations

6.1 It is recommended that the Executive:

- i) consider the rankings of the relative priorities afforded to the LTP 2 Objectives.
- ii) consider how the NYSP can improve partnership working with the healthcare sector to deliver improved local access to health services.
- iv) consider how the NYSP can contribute to effective partnership working with the future Integrated Transport Authorities to contribute to the delivery of the transport objectives of the City Regions.

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Appendix 1 – LTP Information Bulletin
Appendix 2 – LTP questionnaire 2008

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