

Core Strategy Issues & Options:
Transport Consultation Paper 5
Response Form Summary

SECTION 2: QUESTIONS

When reading the Transport Issues Paper it should be noted that North Yorkshire Country Council is the Local Transport Authority for the plan area and not Craven District Council. As such the County Council is responsible for delivering the objectives of their Local Transport Plan. It is the role of the LDF and specifically the Core Strategy however to identify elements of the Local Transport Plan that the LDF could provide a response. It should be recognised therefore that the role of the LDF to provide a response to all transport related issues is limited to those that have a spatial element. In relation to these spatially related issues and to guide the direction of Core Strategy policy in respect of transport please consider the following questions:

A1. Spatial Strategy and Transport

1. Should new growth be directed to where:

- Adequate existing transport infrastructure is in place?

- Improvements to existing infrastructure could be secure as a result of directing new growth towards key areas?

- Or should the spatial strategy seek to balance the distribution of growth between existing transport accessibility and securing needed investments?

A1-1 Combination of options 1 and 2 are supported; new growth should be directed to areas where infrastructure provision could be secured but could result in visual damage to the area; LDF should encourage improvements to rail services; partnerships with public transport providers should be forged and developer contributions should be sought from new developments; options presented would help to balance the growth of tourism more evenly between settlements; commuter areas/settlements should be avoided.

A2 Through the sustainable communities agenda the Government aims to encourage greater use of public transport, thereby reducing reliance on the private car as a principal mode of transport. Yet across the plan area public transport provision is variable. In terms of seeking to deliver this aim, should greater use of public transport be encouraged universally across the plan area or should there be differentiation in approach between the more sparsely populated areas and the main centres of population across the plan area?

Mixed views in terms of whether a different or universal approach to public transport provision in main urban and the more sparsely populated areas; improve public transport services in terms of frequency, cost and locations; reinstate Leeds/Wennington/Lancaster line and Hellifield to Clitheroe line; Introduce a rail station at Crosshills and improve situation at Kildwick level

crossing; locate new development on previously developed land close to existing public transport links.

A3 Given that Craven District Council is not a transport planning authority, how could the Local Development Framework seek to encourage a shift in modes of transport used?

Work in partnership with transport and infrastructure decision makers; Use of taxi vouchers and public transport subsidies; support Aire Valley economic growth corridor concept; Encourage expansion and enhancement of railway station car parking to encourage a “park and rode” modal shift; Look at the potential for a park and ride scheme in Skipton; Identify suitable sites for public transport links within the plan area; increase cost and convenience of car use and control heavy goods vehicles through settlements.

B. Growth, Accessibility and Health

In addition to the aims of reducing the need to travel and reducing reliance on the private car, the Craven Community Strategy aim of Good Health and Social Well Being, could also be reflected within the Local Development Framework.

By bringing forward a spatial strategy that improves accessibility, reduces the need for personal travel, and encourages a choice in transport modes including, walking and cycling, the potential exists for health benefits to accrue as a result. The challenge for the Local Development Framework therefore would be to seek to ensure that new growth is:

- Accessible by a choice of transport modes and that;
- Safe and secure access for all modes of transport are provided both into and within new development proposals.

Therefore, in this regard:

B4 How could the Local Development Framework, seek to ensure that new growth provides for, and is accessible by a choice in modes of transport?

Locate new development close to existing and proposed transport links so that they are accessible to all and provide appropriate transport routes as market demand will be created for improvements to transport systems; Reduce level of commuting by locating new employment development within rural areas close to existing settlements; Development proposals should be accompanied by robust transport assessments and Green Travel Plans; Skipton Traffic Management Assessment is required to inform regeneration of the bus and rail station, car parking and coach parking facilities; Improve access to local airports via bus and rail together with improving co-ordination between bus and rail frequency and fares; Increase free car parking at train stations and encourage families and young people to use public transport; Develop an integrated transport policy based around existing transport hubs via the forging of partnerships with NYCC and utilise developer contributions to fund improvements; encourage businesses to offer alternative forms of transport for employees.

B5 How could the Local Development Framework seek to ensure safe and secure access to all modes of transport?

Improve security on bus and train night services; Use taxi vouchers to enable people to travel safely to transport nodes; Extend Metro fares to Settle and within the BD20 area; Recognise that the LDF may not be able to ensure safe access to all modes of transport and that the public transport operators have responsibility for this; Provide funding for appropriate schemes; Concentrate new development close to existing public transport nodes; Ensure new developments incorporate cycle ways and footways/pedestrian areas; Provide improved bus shelters, increased cycle provision in public transport, increase rail frequency and provide park and ride schemes; Restrict development within areas where only car use would be viable; LDF should incorporate design policies to ensure increase security; Maintain redundant transport routes as opportunities for the future; Lobby for the Long Preston Bypass to be re-included in the NYCC Transport Plan.

B99 - Comments

Any Other Comments

Safety upgrades to A629/A65, traffic flow metering system in place in Glusburn & Kildwick bridge essential for economic prosperity in South Craven; Increased investment in road and rail structure; Need to reduce need to travel but if a challenge in such a rural area; Work in partnership with NYCC Highways; Require transport infrastructure investments for new growth; Links North Craven has with Lancashire should be recognised within the LDF; Encourage increased use of bus and rail travel; Support road scheme improvements to reduce congestion; Need to be flexible to accommodate future transport developments.

TRANSPORT PAPER – GENERAL COMMENTS (Not Yet Summarised)

We have no specific comments to make on the questions posed but would wish to see sites allocated that reduce the need to travel in order to reduce greenhouse gas emissions that impact on climate change. The creation of new transport infrastructure can also have an impact on flood risk and needs to be carefully considered in the context of SFRA.

It would be helpful if some reference was made to the integrated children's services agenda and the critical importance of looking for the co-location of services (such as facilities for education, social care and health) where this will benefit the community.

The Highways Agency is responsible for operating, maintaining and improving the Trunk Road Network in England on behalf of the Secretary of State for Transport. The Agency's strategic objectives are:

- Reducing congestion and improving reliability
- Safety- improving road safety for users
- Sustainability- respecting the environment

We support connectivity throughout the region by the appropriate management of the trunk road network and aim to ensure that development does not detrimentally affect the network. The Agency encourages early, pre-application, contact from developers whose proposals are adjacent to or near the strategic road network, particularly developments of a scale likely to generate a material increase in traffic.

The Agency would prefer that the most sustainable locations to be used first, such as those which are most accessible by public transport services, however any proposed development that could detrimentally affect the Trunk Road Network would require further detailed assessment in accordance with the requirements of Circular 04/2001.

The Agency has no objection to mixed use sites, but accessibility and integrated transport systems need to be considered. The Agency would request early involvement in any significant development proposals.

The Agency is also supportive of policies which seek to reduce the polluting impact of developments and their associated activities. The Agency is mindful of the potential impacts of increases in road traffic and the potential associated increases in congestion and the effects on air pollution. It will be concerned with developments that may cause congestion on the Trunk Road Network and thus which result in a negative impact on air quality and would therefore wish to be consulted at the earliest opportunity.

The Agency supports the objective that the Core Strategy should promote the use of non car modes and improvements which reduce the use of private car and in particular reduce single occupancy vehicle trips. It supports improvements to public transport network.

The Agency prefers options that place greatest focus on sustainability, particularly using the sequential approach and locating development on previously developed land where it would have minimal impact on the trunk road network.

Wording of Core Policies

The paper identifies many of the key issues but has some deficiencies:

1. Failure to consider how inter-regional connectivity may be enhanced, including identification of key projects.
2. Underplays the importance of good links to Leeds/Bradford, role that these have on stimulating growth around Skipton and anticipation of reassures on transport network in south of District.
3. A creative approach to accessibility beyond transport, to address delivery of services is required.
4. Identification of cross-border schemes is poor.

Inter-Regional Connectivity - The importance of functional links with Central Lancashire Region is not fully drawn out. In particular it is important to identify the following:

1. A65 is identified as a Route of Regional Importance in the draft RSS for the North West.
2. Policies 8 and 10 of the adopted Joint Lancashire Structure Plan 2001-2016 identify the importance of safeguarding the disused Colne - Skipton

Railway line for transport purposes. This includes potential use of for the A65 Villages Bypass (including Thornton In Craven) as well as re-instatement as a railway. Enhancement of this corridor would greatly enhance links with the City Region.

Community Rail - The Morecambe - Lancaster-Skipton railway line is developing an active Community Rail Partnership. This could play an important role in developing facilities at stations for community use as well as contributing to broader regeneration activities.

Accessibility - Draft RSS for Yorkshire and the Humber T3, tables 16.8 and 16.9 should be used as a basis for identifying suitable locations for major development.

The use of LTP2Accession software should also be considered as a tool for identifying areas with poor accessibility. This can be an important factor in determining where new development could be located, including what enhancements to transport/broader service provision would be required if development should proceed. It would be desirable if this were also linked into priorities in the LTP2 Accessibility Strategy.

Accessibility criteria should be developed for the purpose of location of new development and should also feed into target setting and monitoring purposes. It is suggested that there should be a hierarchy of spatial development that specifically relates to accessibility. This could also relate to the requirement for Districts to measure accessibility as part of the LDF Annual Monitoring Report.

The LDF should actively seek to protect existing services such as village shops and pubs and facilitate mixed use of buildings where this will help deliver services. How the District and County Council deliver services may also be examined (see Lancaster City Council Core Strategy) as well as the use of IT.

Dial-a-ride, community car schemes etc may be a valid alternative to public transport in certain locations.

Parking - Parking standards should reflect the accessibility approach identified in Draft RSS for Yorkshire and the Humber. These are broadly in line with Parking Standards in the Joint Lancashire Structure Plan.

Other Documents - The Countryside Agency and others have undertaken considerable work on the location of rural services and identification of innovative examples of service

delivery. The Rural White Paper and related documents are also significant in this respect.

For further information in respect of Transport, please contact Adrian Smith on 01772 534160

The County Council welcomes measures that support LTP2. New developments should be concentrated in areas where adequate existing transport infrastructure is in place as relying on improvements to existing infrastructure for new development is not seen as a sustainable option. To encourage people to use more sustainable modes of transport, the emerging LDF should aim to reduce travel distances by concentrating new developments where necessary services such as shops, schools, local employment and community facilities presently exist.

It would be helpful if some reference was made to the integrated children's services agenda and the critical importance of looking for the co-location of services (such as facilities for education, social care and health) where this will benefit the community.

The Core Strategy can make a significant contribution to reducing travel in the District and encouraging more sustainable travel by directing new development to locations which are close to existing housing, employment, services and facilities and are easily and safely accessible by public transport networks. We feel that this aim should be a priority for the District and included as a strategic objective for the Local Development Framework.

In addition, the Core Strategy should ensure that local communities in the rural hinterland can access key services and employment within the main market towns by sustainable modes of travel such as public transport, cycling and walking. Therefore, the Core Strategy should prioritise improvements to public transport networks and services, cycle routes and footpaths. However, Yorkshire Forward recognises that as a rural district, public transport provision in Craven can be difficult and would suggest that the Council should support the development of innovative transport