



Transport

Respondent Number	1
Name	Ian Smith
Organisation	English Heritage
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	

Respondent Number	2
Name	
Organisation	British Horse Society
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	People are encouraged to go to honey pot areas. They should be encouraged to be more self sufficient and explore all the National Park

Respondent Number	3
Name	Cllr Margaret Skilbeck Hambleton District Council
Organisation	
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Only permit development where there are bus services

Respondent Number	4
Name	
Organisation	Great and Little Broughton Parish Council
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	

Respondent Number	5
Name	Geoff Henman
Organisation	Campaign for real ale (CAMRA) (York Branch)
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	The development of linked public transport (buses/ mini buses/ taxis) between villages and towns would enable existing community facilities to be maintained and expanded

Respondent Number	6
Name	Martin Elliot
Organisation	North Yorkshire County Council
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Park and ride schemes, rural bus initiatives, integrated transport

Respondent Number	7
Name	Paul W Beanland
Organisation	Paul Beanland Associates
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	

Respondent Number	8
Name	
Organisation	NYFRS
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Planning policy should take into account availability of public transport

Respondent Number	9
Name	Brian E Hill
Organisation	Derwent Anglers (Treasurer)
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	

Respondent Number	10
Name	Mr J K Harrison
Organisation	The Cleveland Industrial Archaeology Society
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	

Respondent Number	11
Name	P Pinkney
Organisation	
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Encourage park and ride

Respondent Number	12
Name	Ruth Chambers
Organisation	Council for National Parks
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	<p>Planning policies could help reduce the impact of traffic levels in the National Park in the following ways;</p> <p>There must be integrated land use and transport planning to ensure that settlements are sustainable with all the services that communities need, and that they are well connected by public transport</p> <p>The LDF should give consideration to reallocation of road space to buses or non motorised users such as cyclists or walkers e.g. quality bus corridors or cycle routes</p> <p>The LDF should also address routing and define a hierarchy of routes for through traffic, local traffic and freight</p> <p>Although demand management is not strictly a land use planning issue, some initiatives like road user charging or park and ride schemes would have planning implications so should be considered as part of the LDF</p> <p>The LDF should have a clear policy presumption against new road building in the National Park</p>

Respondent Number	13
Name	Mrs G M E Cordell
Organisation	Faceby Parish Meeting
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	<p>Avoid economic activities that result in large lorries coming into the park.</p> <p>Encourage coach holidays to tour the beauty spots and stay in local accommodation, preferably out of season</p>

Respondent Number	14
Name	Sam Kipling
Organisation	Environment Agency
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	

Respondent Number	15
Name	
Organisation	Scalby Village Trust
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	I think your introduction of Moorsbus is on the right lines

Respondent Number	16
Name	
Organisation	Aislaby Parish Council
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Appropriate car parking sites, with better public transport connections / moorsbus offering a park and ride scheme. Sensible pricing to encourage their use.

Respondent Number	17
Name	Alastair McIntyre
Organisation	GOYH
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	<p>There needs to be much stronger levels of traffic management in the park. For your authority, many issues around traffic in the park can be either addressed or heavily influenced by many of the other policy areas in the LDF.</p> <p>Developing housing and employment opportunities within the park that will help to retain people, rather than letting them travel considerable distances to work outside the park boundary.</p> <p>In relation to tourism there needs to be a fundamental review of transport and road categories within the park with better management of visitor trips to tourist destinations. New and existing development needs to be more effectively linked to public transport networks and the use of dedicated locations, e.g. Dalby Forest where large numbers of visitors can be located with limited intrusion into the landscape.</p> <p>The more aggressive use of park and ride sites around the park boundary that would also serve the Howardian Hills AONB. There perhaps needs to be some policy on the development of quiet lanes and resident only roads to particular tourist hot spots. An example of this is the Hope Valley in the Peak District National Park. The policies should clearly demonstrate how the economic performance of the park community can be enhanced whilst controlling the growth of traffic inside the park boundary. There needs to be links to the North Yorkshire Local Transport Plan Targets and Objectives.</p> <p>Finally there needs to be clear policy items about how the LDF links to the Accessibility Planning for North Yorkshire as well as the county's wider Strategic Environmental Assessment. The retention of services within communities is vital to ensuring the vitality of communities and many of those listed in the consultation document have or can have dual roles in the services that are provided. The protection and enhancement of these services also has a significant impact on transport needs which relate directly to the service centre strategies in the LTP</p>

Respondent Number	18
Name	
Organisation	Pickering Town Council
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Encourage more use of moorsbus from towns, leave cars on boundaries offer more cycles at reasonable rates.

Respondent Number	19
Name	
Organisation	Loftus Town Council
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	

Respondent Number	20
Name	John Ryder
Organisation	
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	

Respondent Number	21
Name	I N Sagers
Organisation	Helmsley Estate
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	No

Respondent Number	22
Name	
Organisation	West Ayton Parish Council
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Continued promotion of Moorsbus Continuing current policy

Respondent Number	23
Name	
Organisation	PLACE
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Further road widening and straightening should be replaced by chicanes and or speed bumps to calm traffic

Respondent Number	24
Name	Jayne Whitaker
Organisation	Sport England
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Further promotion of cycling, walking, horse riding in the area should be considered.

Respondent Number	25
Name	John Farquhar
Organisation	CPRE and North York Moors Association
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Continue on the present lines, discouraging traffic-generating development, supporting and extending Moorsbus, park-and-ride The Park authority should continue to press for co-ordinated public transport - multiple use of post bus/school bus An up-and-down morning, afternoon and evening minibus in every valley throughout the year should be the aim. Expand use of Esk Valley railway - link to NY Moors Railway. Could providers of accommodation offer 'pick-up' from rail stations or bus terminals?

Respondent Number	26
Name	Ken Hale
Organisation	
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Daily Moorsbus Extend season of moorsbus Increase number of moorsbus runs/ days

Respondent Number	27
Name	
Organisation	Mickleby Group Parish Council
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Encourage more public transport - integrated

Respondent Number	28
Name	K Delaney
Organisation	RAC Foundation
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	<p>Transport is and will probably always be a problem in a rural area where demand is not excessive for much of the year, but increases beyond the scope of the road and public transport infrastructure during peak holiday periods. Similar problems are experienced in the Lake District and Dartmoor National Parks and to a lesser extent in North Norfolk. Land use strategic plans and planning policies can to some extent influence the impact of local traffic levels, by creating a development hierarchy; industrial, light industrial, residential and protected. However, their ability to influence tourist traffic levels without damaging the local tourist economy is limited. Perhaps the most viable option in NYMNP would be to encourage small, local tourist attractions and to consider rigorously larger scale attractions, allowing only those with good road access and where public transport is either available or can be provided. Also consideration might usefully be given to developing existing car parking provision into de facto park and ride sites. Sutton Bank visitor centre car park is a good example of this, where the car park ticket provides a fare reduction on the Moors bus service to Helmsley and beyond.</p>

Respondent Number	29
Name	Chris Marshall
Organisation	Countryside Agency
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	<p>The planning policies and local development documents should be compatible with the North Yorkshire Local Transport Plan and reflect the Regional Spatial Strategy.</p> <p>The National Park has established a very effective public transport service, Moorsbus, policies should support both existing initiatives and encourage other innovate approaches to reducing the impact of traffic levels</p>

Respondent Number	30
Name	
Organisation	Osmotherley Parish Council
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	<p>The moors bus is not as effective as it was. The web site journey planner from say Osmotherley to Helmsley is a joke.</p>

Respondent Number	31
Name	Eric & Margaret Kirby
Organisation	
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	<p>We find no problems with traffic when driving within the park daily.</p>

Respondent Number	32
Name	
Organisation	Newby and Scalby Parish Council
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	The provision of local services helps to cut down on the need for personal travel

Respondent Number	33
Name	Heather Pettiford (Parish Councillor)
Organisation	
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	

Respondent Number	34
Name	Robert Swales
Organisation	
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	They can't. Traffic levels seem to be the only real indicator of the success of the Park. Car Parks and no parking signs help, but it is undesirable to increase the number of parking spaces in villages such as Goathland

Respondent Number	35
Name	T Johnson
Organisation	
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Stop/ reduce large scale developments. Access to public transport is not always viable or practical

Respondent Number	36
Name	Alan Gillham
Organisation	Scarborough Borough Council (Officer Comments)
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Traffic management or by-pass in exceptionally busy cases

Respondent Number	37
Name	J and G Fox
Organisation	
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Not much at all. Without reducing traffic in small towns by stopping the disabled badge holders - who seem to leave vehicles in stupid places i.e. on double yellow lines in Main Streets

Respondent Number	38
Name	Lucy Mitchell
Organisation	Yorkshire Forward
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	<p>The land use planning system can play a significant role in helping to reduce the impact of traffic on the environment and local communities. By utilising the planning system to ensure development is located close to existing services, settlements and public transport networks, the need to travel can be reduced and more sustainable modes of transport encouraged.</p> <p>The National Park Authority can also play a role in ensuring visitors use more sustainable forms of transport whilst visiting the National Park. Existing rail routes should be exploited fully and Green Travel Plans implemented wherever possible to encourage the use of sustainable transport modes. Footpaths, cycle paths and bridleways should be made safe and accessible and sustainable forms of transport such as shuttle buses should be promoted by the Authority.</p>

Respondent Number	39
Name	Mrs H M Swales
Organisation	
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	<p>Goathland's National Park's own vehicle Park could easily be enlarged. Stop all parking on village common. This would improve the environment and entail damage which is expensive to repair.</p> <p>Ensure all new houses are built to include garages - cars parked all over do not enhance the environment.</p> <p>Refuse all caravan park plans that are not screened.</p> <p>Enlarge National Parks own vehicle park at Goathland.</p>

Respondent Number	40
Name	S H Rowe
Organisation	
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Could be, by more use of coaches even though that may not work

Respondent Number	41
Name	Josie Downs
Organisation	York and Ryedale Friends of the Earth
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	They could encourage the provision of facilities (e.g. local shop and post office) so as to lessen the need for travel. Traffic generating development should not be allowed. Long stay visitors should be encouraged more than day visitors and be encouraged to cycle, walk and use public transport. Operate a hierarchy of transport users, favouring pedestrians/ disabled/ cyclists at the top and car commuters at the bottom.

Respondent Number	42
Name	Mrs Margaret Farey (Parish Councillor)
Organisation	
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Encourage park and ride

Respondent Number	43
Name	W N Baldwin
Organisation	
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Parking restrictions in conjunction with car parks. Resident only restrictions in some honey pot areas. Public transport system that encourages its use.

Respondent Number	44
Name	Colin Furness
Organisation	Oldstead Parish Council
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Keep the moorsbus expanding

Respondent Number	45
Name	M Muir
Organisation	Blackface Sheep Breeders Association
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Cannot see it having any impact. Traffic levels are too high now, but I cannot see them reducing

Respondent Number	46
Name	Dr D M Leyshon
Organisation	Ramblers Association (Cleveland Group)
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	They can't

Respondent Number	47
Name	
Organisation	Newholm cum Dunsley Parish Council
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Extend the range of the moorsbus and park and ride

Respondent Number	48
Name	F Wilkinson
Organisation	
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Use large redundant farm or commercial buildings for caravan storage between stays and in winter. This would save on fuel and long queues behind caravans being towed between home and holiday destination.

Respondent Number	49
Name	
Organisation	Sneaton Parish Council
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Park and Ride (affordable) More affordable train tickets, compare a family of 4 travelling in a car to 4 train tickets absolutely no comparison cost wise. Public transport to be more affordable

Respondent Number	50
Name	D D Barber
Organisation	Cropton and Cawthorne Parish Council
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	By restricting any new tourist developments

Respondent Number	51
Name	Graham Banks
Organisation	Hambleton District Council (Officers Comments)
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	

Respondent Number	52
Name	A R Thomson
Organisation	
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	

Respondent Number	53
Name	A J Rutter
Organisation	Hutton le Hole Parish Council
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Provide more small free parking areas to reduce roadside parking. Families have to get here and get about. The car is the best answer

Respondent Number	54
Name	P W Fisher
Organisation	East Yorkshire Farm Services
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	

Respondent Number	55
Name	Jean Oxley
Organisation	East Ayton Parish Council (Views from individual)
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	

Respondent Number	56
Name	Robert Belli
Organisation	The Church of England Church Commissioners
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	

Respondent Number	57
Name	Mr Swales
Organisation	
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	It can not. The attraction is small roads with good views.

Respondent Number	58
Name	
Organisation	Newton and Rawcliffe and Stape Parish Council
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Greater use of integrated bus network

Respondent Number	59
Name	
Organisation	Fylingdales Parish Council
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Impossible! (If only!) (The moorsbus helps in small way) Planning must not be granted to new build without spaces to ensure vehicles not left on roads. (Even if this seems contradictory in desire to limit traffic free which cannot be done)

Respondent Number	60
Name	
Organisation	Egton Parish Council
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	See above

Respondent Number	61
Name	
Organisation	Lockton Parish Council
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Keep improving the moorsbus system. Ensure any development assesses the impact of traffic levels in the area e.g. a development in Levisham would impact on traffic levels in Lockton.

Respondent Number	62
Name	
Organisation	Rosedale Parish Council
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	

Respondent Number	63
Name	
Organisation	North Yorkshire East Federation of WIS
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	To encourage visitors to leave their cars out of the area and use the buses. Implement policies where visitors have to park in designated car park areas (these are usually on outskirts of villages) and give residents priority.

Respondent Number	64
Name	Colin Huby
Organisation	Scarborough and Ryedale Rural Housing Enabler
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	

Respondent Number	65
Name	Colin Mather
Organisation	Member of Upper Esk Community Energy Group
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Ensure that new developments have adequate off street parking

Respondent Number	66
Name	Ms Laurie Norris
Organisation	National Farmers' Union
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	

Respondent Number	67
Name	Jill Thompson
Organisation	Ryedale District Council (Officers Comments)
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	

Respondent Number	68
Name	Amy Trevelyan
Organisation	Councillor for the Dales Ward
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Give residents local driving/passport permits and charge everyone else. Use the money to run a moors bus service all year, to connect with trains and main road bus services with locals in mind. Create a 'slow living' park. Demand transport plans for all new developments.

Respondent Number	69
Name	Mr and Mrs Richards
Organisation	
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	Perhaps direct this question in all future planning considerations for tourism

Respondent Number	70
Name	
Organisation	Royal Mail Property Holdings Plc
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	

Respondent Number	71
Name	Brian Oram
Organisation	Association of Countryside Voluntary Wardens
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	The further development of the Moorsbus network or a suitable alternative to new developments is a preferable with the development of cost effective car parks, where appropriate.

Respondent Number	72
Name	Trisha Brady
Organisation	Tees Valley Rural Community Council
19. How can planning policies help to reduce the impact of traffic levels in the National Park?	<p>Given the absence of a national transport strategy this is difficult to answer, however, it should still be possible to encourage alternative traffic solutions through a local integrated traffic management policy that allows for transport interchange hubs (possibly at rail stations or village halls) cycle tracks, cycle hire, carriage hire and mini bus routes.</p> <p>Additional comments from Tees Valley Rural Transport Partnership Officer To lower the impact of increased traffic growth, a long-term plan would be for investment in sustainable fuels, with provision throughout the National Park to fill up with Bio-diesel or even in the longer term, hydrogen. Also organisations can be encouraged to use petrol-electric vehicles in their fleets. Car use can be discouraged with adequate provision of public transport and safe walk and cycle ways. Adequate publicity of bus timetables can include suggestions to use alternatives to the car for short journeys. Employers and schools can be encouraged to use travel planning with their staff and pupils to reduce journeys by car. Bus priority schemes such as priority at traffic lights can speed up journey times. Road charging can limit car use on heavily congested roads. Where bus use is variable demand responsive services can prevent timetabled buses travelling empty. The use of real-time information at bus stops using mobile phone technology would improve bus travel and its image. Long-term measures will have to be planned for when transport has to provide under the Disability Discrimination Act, such as low floor and specialised seating. Free travel for OAPs, next year, should increase uptake of public transport. Through fares can also make journeys that take a couple of buses, less complicated. The perception of transport as dangerous can be cured with provision of CCTV equipment. Speed limits can help to keep country lanes safe.</p> <p>Transport is no longer seen as an issue in itself. Transport is now a concern for health, education, employment, shopping, leisure, housing and business and economic planning. Accessibility planning is part of the next round of Local Transport Plans and access to services and facilities, in areas where found poor, has to be improved.</p>

Respondent Number

73

Name

Stewart Hurst

Organisation

NYCC - Highways

19. How can planning policies help to reduce the impact of traffic levels in the National Park?

Agreement to provision of P&R sites, suitably landscaped. Continue developments to sustainable settlements or on routes which have economic bus services. Encourage cycle routes, and secure cycle parking. Continue close working relationship with the Highway Authority in developing sustainable Service Centre Transportation Strategies.

