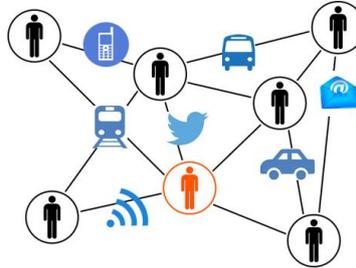


Workshop 2 – Connected Places



Ensuring fast and effective transport, broadband and mobile networks is vital for growth and for keeping our communities connected.

To do this means achieving reliable, fast journey times with sufficient and accessible public transport capacity, improving strategic road and rail links between the east and west sides of the county and improving links to York, Leeds and London.

It also means addressing particular issues, such as congestion in larger settlements and digital and mobile connectivity in rural areas.

Facilitators:

Ian Marr, NYnet

Andrew Bainbridge, North Yorkshire County Council

Broadband – Ian Marr, Community Broadband Project Manager

www.superfastnorthyorkshire.com ian.marr@nynet.co.uk

NYnet is 100% owned by North Yorkshire County Council (NYCC) and provides internet access across the public sector. Superfast North Yorkshire (SFNY) is the project investing public money to correct the **failed broadband market place** in North Yorkshire, and is led by NYnet.

Before SFNY, **only around 50%** of the county could access superfast broadband. Phase 2 is drawing to an end and brings that up to **89% at a cost of circa £36m**. Phase 3, £20.5m is in procurement and expected to reach around half of the remaining properties. In addition, some properties access faster broadband. Those getting less than 2Mbps can access the **Better Broadband Scheme** to access a subsidy to connect to alternative technologies.

SFNY does not cover mobile phone networks. Michael Grayson at NYCC is leading on work in this area. michael.grayson@northyorks.gov.uk

Integrated Transport Network – Andrew Bainbridge, Team Leader LTP

www.northyorks.gov.uk/local-transport-plan andrew.bainbridge@northyorks.gov.uk

What is the transport network?

- Roads
- Railways
- Footways
- Cycleways
- Public rights of way
- Bus route

What are we trying to achieve?

- Not a good transport network!!!! **Transport is an enabler**, not an end in itself.
- It is there to allow people to go about their daily lives. It may be personal or business travel, deliveries to businesses or home.
- The transport network helps generate social wellbeing and economic wealth
- **We are trying to achieve improved social wellbeing and economic wealth.**

Is there anything else we should be trying to achieve, and how do we achieve this?

- By making the network; safer, quicker, accessible to everyone, resilient and reliable
- Recent feedback is that businesses and individuals think **reliable and predictable journey times** are more important than the actual journey time itself.

What are NYCC currently doing?

- **Highway maintenance**, across the whole County.
- **Improving long distance road connections.** East-West routes a priority. Schemes on the A59. Working with Highways England to try and improve the A64.
- **Reducing urban congestion.** Mainly in Harrogate and Scarborough, but also in our smaller towns. Using a range of 'soft' and 'hard' methods.
- **Highway safety**, of course.
- **Working with the rail industry** to improve services, and infrastructure.
- **Working with bus operators** to improve 'commercial' services.
- Commissioning some bus services.

How the existing and planned networks impact on the work of you, and your work with your partners; now and in the near and distant futures. What can you and your partners do, or change, to maximise the benefits in the future? The challenges and the opportunities ahead.

Broadband

- Difficulty with communicating with refugee / asylum seekers
- Broadband still a major gap, will increase productivity
 - Artificial intelligence, apps

- Difficulty in tele-conferencing, all on different systems. Networks need to be linked, impacts on partnership working
 - NYCC needs to lead by example
- Difficulty with demographic, it can be daunting or complex and requires support
 - Local level care support to be provided through the VCSE sector?
Social contact element beneficial – digital inclusion projects.
- Tied in with care system alerts?
- Barriers, data protection and issues about information sharing
- Hubs, digital access, support for those who require it. One stop shop for services
- Different cultural approach from NYCC in terms of connectivity

Integrated Transport Network

- Co-ordination of services is poor, particularly bus networks
- People cannot get to opportunities due to travel issues
- Difficulty accessing health services, health do not see this as their 'job'
- Healthwatch [Rural access report](#)
- Developing community minibus / car schemes