

Ripon City Plan Submission Draft

Supporting Document:
Connecting Ripon

March 2018



RIPON CITY PLAN

Making a Better Place

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1 Introduction

1.1.1 This Supporting Document addresses the fundamental concerns arising from the initial public consultation regarding traffic congestion, especially in the city centre, the lack of alternatives to use of the private car especially for connecting to other towns, encouraging walking and cycling and improving accessibility for those with limited mobility.

2 National Planning Policy

2.1 National Planning Policy Framework

2.1.1 The NPPF policies most relevant to City Plan policies G3 (Cycling), G4 (Mobility), G1 (Proposed new highways) and G5 (Railway reinstatement) are contained within paragraphs 29 to 32 and 34 to 41:

29. *Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.*
30. *Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.*
31. *Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas.*
32. *All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*
 - *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
 - *safe and suitable access to the site can be achieved for all people; and*

- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*
34. *Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.*
35. *Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
 - *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
 - *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
 - *consider the needs of people with disabilities by all modes of transport.*
37. *Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.*
38. *For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.*
39. *If setting local parking standards for residential and non-residential development, local planning authorities should take into account:*
- *the accessibility of the development;*
 - *the type, mix and use of development;*
 - *the availability of and opportunities for public transport;*
 - *local car ownership levels; and*
 - *an overall need to reduce the use of high-emission vehicles.*

40. *Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.*
41. *Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.*

2.1.2 Further relevant information is at paragraph 57:

57. *Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics. Planning policies and decisions should aim to ensure that developments:*
 - *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - *establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;*
 - *optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;*
 - *respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;*
 - *create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and*
 - *are visually attractive as a result of good architecture and appropriate landscaping.*

2.1.3 Further relevant information is at paragraph 155 and 157: -

155. *Early and meaningful engagement and collaboration with neighbourhoods, local organisations and businesses is essential. A wide section of the community should be proactively engaged, so that Local Plans, as far as possible, reflect a collective vision and a set of agreed priorities for the sustainable development of the area, including those contained in any neighbourhood plans that have been made.*

157. *Crucially, Local Plans should:*

- *plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of this Framework;*
- *be drawn up over an appropriate time scale, preferably a 15-year time horizon, take account of longer term requirements, and be kept up to date;*
- *be based on co-operation with neighbouring authorities, public, voluntary and private sector organisations;*
- *indicate broad locations for strategic development on a key diagram and land-use designations on a proposals map;*
- *allocate sites to promote development and flexible use of land, bringing forward new land where necessary, and provide detail on form, scale, access and quantum of development where appropriate;*
- *identify areas where it may be necessary to limit freedom to change the uses of buildings, and support such restrictions with a clear explanation;*
- *identify land where development would be inappropriate, for instance because of its environmental or historic significance; and*
- *contain a clear strategy for enhancing the natural, built and historic environment, and supporting Nature Improvement Areas where they have been identified.*

2.1.4 The NPPF policy most relevant to City Plan policy G2 (Footpaths and public rights of way) is:

69. The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see. To support this, local planning authorities should aim to involve all sections of the community in the development of Local Plans and in planning decisions and should facilitate neighbourhood planning. Planning policies and decisions, in turn, should aim to achieve places which promote:

- *opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity;*
- *safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas*

73. Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

156. *Local planning authorities should set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver:*

- *the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- *the provision of health, security, community and cultural infrastructure and other local facilities; and*
- *climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.*

2.2 Planning Practice Guidance

2.2.1 Planning Practice Guidance seeks to provide more detail to promote good practice in the planning system and to ensure compliance with the NPPF. Relevant PPGs are below that relate to the Connecting Ripon policies in the City Plan;

2.2.2 PPG ID 54 Transport evidence bases in plan making and decision taking

City Plan policy G1 (Proposed new highways) and G5 (Railway reinstatement) are influenced by paragraph 001, which proposes that a robust transport evidence base can reduce costs and delays to the delivery of new development, and encourage as more sustainable transport usage, and highlights the infrastructure requirements for inclusion in infrastructure spending plans linked to the Community Infrastructure Levy (CIL), section 106 provisions and other funding sources.

Paragraph 013 outlines factors to be taken into account including the scale of the proposed development and its potential for additional trip generation; existing intensity of transport use and the availability of public transport; proximity to nearby environmental designations or sensitive areas; impact on other priorities/ strategies (such as promoting walking and cycling); the cumulative impacts of multiple developments within a particular area; and whether there are particular types of impacts around which to focus the Transport Assessment or Statement (e.g. assessing traffic generated at peak times); information about neighbouring uses, amenity and character, existing functional classification of the nearby road network and data about existing public transport provision, including provision/ frequency of services and proposed public transport changes.

City Plan policy G3 (Cycling) is influenced by Paragraph 014 which identifies key issues when establishing the need for a transport assessment that includes public transport capacity, walking/ cycling capacity and road network capacity and measures to promote sustainable travel and safety implications of the development.

Paragraph 015 requires measures to improve the accessibility of the location (such as provision/ enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms, and ways of encouraging environmental sustainability, and measures to mitigate the residual impacts of development, such as improvements to the public transport network, introducing walking and cycling facilities, and physical improvements to existing roads.

2.2.3 PPG ID 25 Community Infrastructure Levy

City Plan policy G1 (Proposed new highways) and G5 (Railway reinstatement) are also influenced by Paragraph 071 which allows the CI levy to be used to fund a very broad range of facilities such as play areas, parks and green spaces, cultural and sports facilities, academies and free schools, district heating schemes and police stations and other community safety facilities. This flexibility gives local areas the opportunity to choose what infrastructure they need to deliver their relevant Neighbourhood Plan.

2.2.4 PPG ID 37 Open space, sports and recreation facilities, public rights of way and local green space

Paragraph 75 notes that Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

City Plan policy G2 (Footpaths and public rights of way) is influenced by Paragraph 004 which outlines where Information on public rights of way and National Trails are held locally and nationally, and that the Local highway authority records them on a definitive map. Also, that Public rights of way form an important component of sustainable transport links and should be protected or enhanced.

2.2.5 PPG ID 53 What is the role of health and wellbeing in planning?

City Plan policy G4 (Mobility) is influenced by Paragraph 001 that requires Local planning authorities to ensure that health and wellbeing, and health infrastructure are considered in local and neighbourhood plans and in planning decision making.

2.2.6 PPG ID 7 Flood risk and Coastal change

City Plan policy (Mobility) is also influenced by Paragraph 054 which suggests measures for new development including designing buildings to avoid flooding by raising floor levels, providing adequate flood risk management infrastructure for the life of the

development, and ensuring that the elderly and those with less mobility, are not excluded from areas where there is a risk of flooding.

3 Local Plan

3.1 HBC Local Plan

3.1.1 The Local Plan for the Harrogate district, of which Ripon is part, comprises the Core Strategy (adopted 2009) and policies retained from the 2001 Local Plan.

3.1.2 The Transportation chapter's objectives relate to all of the Connecting Ripon policies as paragraph 12.9 states:

"The Local Plan seeks to encourage the development of a safe and efficient transport system which minimises environmental harm and serves existing and future development".

3.1.3 The Council's main objectives for policies and proposals concerning transportation are as follows:

1. To take measures to reduce road traffic congestion.
2. To promote a safe and attractive traffic environment and seek to reduce conflict between pedestrians and other modes of transport.
3. To ensure an adequate provision of public parking facilities throughout the district.
4. To encourage public transport services in rural and urban areas.
5. To encourage walking and cycling.
6. To retain and develop the existing rail network.
7. To promote transportation that will lead to improvements in air quality due to a reduction in traffic emissions.
8. To take measures to reduce the use of, and reliance on the private motor car.

3.1.4 T15B relates to **Ripon City Plan policies G3 (Cycling), G4 (Mobility), G1 (Proposed new highways) and G5 (Railway reinstatement)**

Where non-residential developments are within the central area of Harrogate, Knaresborough and Ripon, as defined on the proposals map, the Council will seek, in appropriate circumstances, measures to assist improvements for public transport, walking, park and ride, cycling and public short stay parking. This will be achieved through a planning condition or obligation.

3.1.5 T18 relates to **Ripon City Plan policy G5 (Railway re-instatement), G2 (Footpaths and public rights of way) and 73 (Cycling)**

Existing railway stations are expected to be retained and improved. Other opportunities for providing new railway halts will be explored, particularly in relation to new development.

3.1.6 **Justification 12.76** states:

“Outside the Harrogate and Knaresborough area the Local Transport Plan states that cycling studies will be undertaken for Ripon and Boroughbridge. Several disused railway lines and other routes have been identified as having potential for use by pedestrians, cyclists and in some cases equestrians. It is important that these routes are protected from development which would cause severance or prejudice their use for transport and recreational purposes in the future in accordance with PPG13(para.5.8) and PPG12 (para.5.23). In the case of the former Harrogate to Northallerton railway line there may be potential for the provision of a rail link in the future.”

The North Yorkshire Local Transport Plan 2001-2006 identifies the need for a feasibility study of this rail link to be undertaken during the period covered by the plan. The Council wishes to see this study undertaken as soon as possible. The remainder of the disused section of the Ripon to Northallerton section of railway line within Hambleton District is being protected by the Hambleton District Local Plan.

3.1.7 T20 relates to **Ripon City Plan transport policies**

Bus priority measures will be introduced wherever appropriate along main urban roads and within the centres of Harrogate, Knaresborough and Ripon. Major new developments will be required to provide satisfactory access for bus services including route extensions and the provision of any new necessary bus lay-bys, shelters with seating and turning facilities.

3.1.8 T22A relates to **Ripon City Plan policy G3 (Cycling)**

The safety, attractiveness and convenience of cycling will be enhanced by the introduction of cycle routes, facilities and safety measures. These will be designed to safeguard the convenience and safety of other users, especially pedestrians, where dual use is envisaged. Measures proposed include:

- c) detailed cycling studies for Ripon and Boroughbridge will be undertaken during the plan period.

4 Vision and Objectives

4.1 Extract from Vision

4.1.1 *By the 2020s the city of Ripon will be the acknowledged centre of the predominately rural area of western North Yorkshire between the A1 and the Yorkshire Dales National Park north of the Harrogate and Knaresborough urban area and south of Richmondshire and Bedale. It will be:*

- *a meeting place of choice for culture, leisure and tourism for residents and visitors*
- *a centre for financial and commercial services, well connected to high quality digital communications for business and home-working*
- *providing services and skills to the agri-economy and industry*
- *a convenient, accessible and attractive place for all to live including families, young people, the long-distance commuter, retirees, the elderly and native Riponians*

Walking and cycling will be encouraged by the quality of the public realm and careful and innovative management and maintenance of highways, footpaths and bridleways...

4.2 Relevant Objectives

- 4.2.1 1. To strengthen the city centre as the meeting place for Ripon residents and visitors by
- promoting highway improvements that redirect vehicular traffic away from the Market Place
 - identifying replacement and/or additional sites for car and coach parking
- 4.2.2 2. To improve accessibility within Ripon and beyond by
- designating safe pedestrian routes and cycleways that assist connecting the urban villages of the city and the city centre and beyond
 - promoting access for all
 - promoting a sustainable network of local bus services within the city and beyond (including Thirsk and York)
 - setting out an approach for reinstatement of the railway through Ripon

4.2.3 6. To facilitate the regeneration of Ripon by

- providing a strategic basis for the redevelopment of the military estate including...transport networks (including walking and cycling networks, local bus services and highways) ...

4.2.4 7. To identify the opportunities and constraints in attracting resources

- consider the infrastructure requirements of Ripon’s regeneration and development for the delivery of proposals

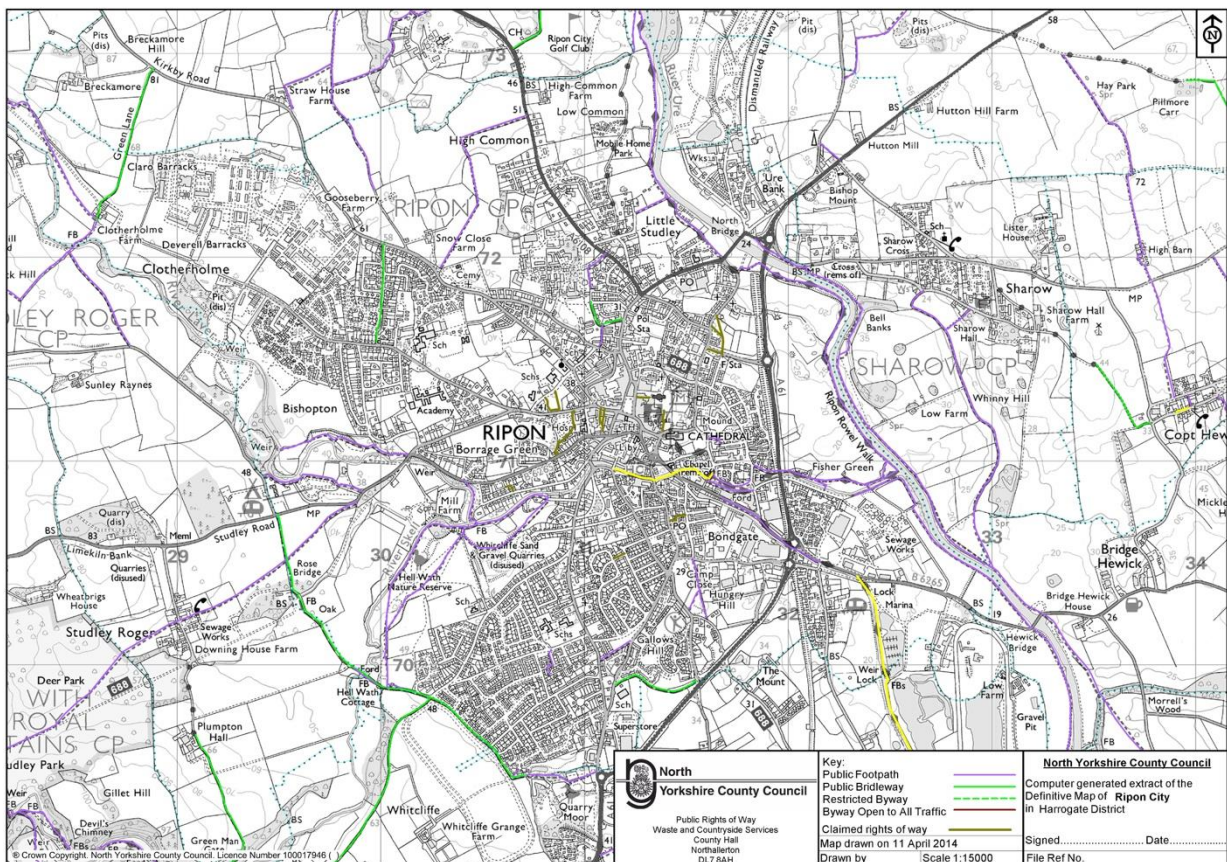
4.2.5 8. To identify opportunities that arise during the preparation of the plan for the City Council (leading through the City Development Initiative) to

- develop projects that improve the city for residents and visitors, neighbours and businesses

5 Reports and information from public, practitioner and industry bodies.

5.1 North Yorkshire County Council

5.1.1 Definitive Map of Public Rights of Way



- 5.1.2 The County Council in the Local Transport Plan 2016 ensures maintenance of Rights of Way takes place, records all identified Rights of Way on the Definitive Map together and considers funding works on Rights of Way from LTP money when those works make a significant contribution to the LTP objectives. Paths shown on the definitive map are not new paths being put there now, but are ways that have been in legal existence for over 50 years and in many cases have existed in a 'de facto' form for decades or even centuries. If a path is not shown on the map it does not mean that a right of way does not exist, as there may be paths that have been used by the public for many years and so have acquired public rights, but that are not recorded on the Definitive Map
- 5.1.3 The Countryside and Rights of Way Act 2000 (CROW) placed a duty on all Highway Authorities to produce an Improvement Plan by November 2007. NYCC adopted a Rights of Way Improvement Plan covering the period 2007-2011 setting out its approach to managing, maintaining and improving the network, but reductions in public funding has meant NYCC making significant savings from its Rights of Way management and maintenance budgets.
- 5.1.4 The Department of Environment Food and Rural Affairs (Defra) has urged all highway authorities to ensure that any unrecorded footpath, bridleway and restricted byway rights are recorded on the Definitive Map and the Statement by 2026, even if they are already included in the List of Streets as highways maintainable at public expense. This could include alleys, ginnels and footpaths in settlements, and other well used routes which are not recorded on the Definitive Map and Statement and may not be covered by exceptions issued by the Secretary of State. Public Rights of Way remaining unrecorded on the definitive map by 2026 are likely to be protected by transitional arrangements for a period of time after 2026, and after that period any outstanding unrecorded routes which would rely on historical evidence alone, are likely to be extinguished. NYCC are striving to record all known alleged Public Rights of Way on the Definitive Map before the 'cut-off' date.
- 5.1.5 The map in the appendix is the current definitive map that was originally compiled in the 1950s by information from the Ripon Rural District Council sent to the then West Riding County Council, and has been updated since, from various new initiatives including the Wildlife and Countryside Act of 1991, and CROW 2000 by North Yorkshire County Council footpath officers.
- 5.1.6 NYCC in its LTP 2016 encourages walking and cycling and will continue to prioritise the maintenance of existing infrastructure for walking and cycling (including footways, roads, and cycle tracks) over the provision of new facilities, and seeks to appropriate high quality provision for walking and cycling within and linking to all new developments;

- continue to consider requests and where appropriate and affordable provide alterations to the pedestrian network to enable improved access for individuals with mobility difficulties;
- work with public or voluntary sector partners to further develop any ideas for new cycling infrastructure where there is a specifically identified source of funding.
- work with public and voluntary sector partners including Harrogate District Cycling Forums to develop Department for Transport / Local Authority Walking and Cycling Partnerships with a view to attracting investment in walking and cycling from the Governments Cycling and Walking Investment Strategy.

See Definitive Footpath map at Appendix G a.

5.2 Strategic Transport Prospectus for North Yorkshire 2015

- 5.2.1 The Prospectus sets out how North Yorkshire County Council wants to work with Government, Transport for the North, and the Northern City Regions to have improved transport connections to contribute and share in the economic benefits of The Northern Powerhouse. The main Objective is to ensure that all parts of North Yorkshire benefit from and contribute to the success of The Northern Powerhouse. Achieved by improvements to infrastructure including access to High Speed rail where 85% of the population of North Yorkshire can get to an HS2 hub within 40 minutes and 75% to a conventional railway station within 20 minutes; and New rail infrastructure to enable Leeds to Newcastle in 60 minutes with phase one allowing Leeds – Harrogate in 15 minutes.
- 5.2.2 Chapter five looks at the aspirations of the future 2030 to 2045 and specifically notes the potential re-opening of the Harrogate –Ripon – Northallerton railway to provide additional strategic capacity on the East Coast Main Line corridor, and the roll out of ‘parkway’ stations across North Yorkshire to improve access to rail. These later projects would give the mainline access for Ripon and its hinterland to the main conurbations of the North East and North West without having to travel a long distance to a station.
- 5.2.3 Strategic Transport Priorities and Proposed Solutions in the Prospectus also note that one of the priorities is to ease congestion in key growth towns one of which is Ripon. The Local Transport Plan of April 2016 notes that the seven district councils have a statutory duty under the Environment Act 1995 to carry out air quality monitoring, and to take action when air quality problems are identified. The County Council must work with the district councils to try to improve air quality and has four designated traffic related Air Quality Management Areas in North Yorkshire including Ripon.

5.3 Local Transport Plan 4 of April 2016

5.3.1 This part of the Strategic Transport Prospectus NYCC Plan further identifies five priorities where leadership and intervention are needed to overcome issues that affect people, one of which refers to transport links. These five priorities guide all the services that NYCC provides. This fourth North Yorkshire Local Transport Plan (LTP4), sets out how services and infrastructure provided by NYCC and partners contributes towards the five NYCC Plan priorities. In 2012 legislation governing Local Transport Plans changed, and while remaining a statutory duty to produce a Local Transport Plan it isn't a fixed five-year timeframe. LTP4 looks at a 30-year time period in the short term (0 to 5 years), medium term (6 to 15 years), and long term (16 to 30 years).

5.4 Transport for the North Partnership (TfNP)

5.4.1 The TfNP is a unique arrangement with Government, northern City Regions, and Local Enterprise Partnerships working with Highways England, Network Rail and HS2 Ltd to develop a Northern Transport Strategy. The strategic case was set out in the March 2015_report which looked to

- Rebalance the economy to meet the levels currently in London and the South East.
- Create a single economy in the North of England with a world class transport system linking up cities and towns in the North to function as a single economy.

5.4.2 This is to be delivered through better connections, better commuting opportunities, better capacity and reliability, and better travel information and ticketing systems.

5.4.3 The vision is

“to maximise the economic, social and environmental performance of the north of England by ensuring that it has the most effective forms of connectivity within and between its constituent parts and extending out into national and international networks and markets.”

5.4.4 The Transport for the North has 4 supporting 'pillars' of strategic investment; voice, governance and accountability; integration and capacity-building; and enhancing local and international connectivity

1. Strategic investment in road and rail priorities includes capital investment in the city-regions of Leeds, Liverpool, Manchester, Newcastle and Sheffield to ensure that HS2 is integrated with the

existing rail network, a new high-speed trans-Pennine rail route linking into HS2, and rail connections into proposed HS2 hubs.

2. A strong and coherent voice with the right levels of governance and accountability for the powers and responsibilities proposed.
3. Enhancing integration and building capacity proposes developing an integrated transport system with smart-ticketing and service integration.
4. Enhancing local and international connectivity. TfNP plans must be integrated with local transport plans, particularly bus, tram, light rail and cycling schemes.

5.5 [High Speed Two \(HS2\) Ltd](#)

5.5.1 HS2 propose that

“North of England Connectivity will be improved to cities in the North of England, both by services to HS2 stations in Leeds, South Yorkshire and Manchester, and by classic-compatible services continuing to destinations such as Newcastle, York, Preston and Carlisle. Following the completion of Phase One in 2026, journey times to the North West of England will be reduced. Following Phase Two in 2033, journey times between London and the North East of England will also be improved. Newcastle to London reduced by 30 minutes to 2 hours 17 minutes. TfNP aspiration is to reduce the Leeds-Newcastle journey time from 1 hour 21 minutes to 1 hour, and this could be achieved through localised interventions, such as bypasses between Northallerton and Durham, which may be relevant to future considerations.”

- 5.5.2 The significant comment here is localised interventions that could create a Northallerton - Leeds line that would considerably reduce the time taken to travel between Newcastle and Leeds.

6 HBC reports and commissioned evidence

6.1 [Harrogate and District Local Plan Infrastructure Delivery Plan](#)

- 6.1.1 This report reviews the NYCC Local Transport Plan 3 for the period 2011- 2016, but this is now superseded by LTP4 commented on in 5.3.1 above.

6.1.2 Objectives of LTP3 were:

- supporting flourishing local economies by delivering reliable and efficient transport networks and services;
- reducing the impact of transport in the natural environment and tackle climate change;
- improving transport safety and security and promoting healthier travel;
- promoting greater equality for all by improving people's access to all necessary services; and
- ensuring transport helps improve quality of life for all.

6.1.3 Section 6 of LTP3 was about Transport and Travel and paragraphs related to Ripon are below.

6.1.4 **Local highway network:**

Paragraph 6.6 notes that

“NYCC and HBC are to commission traffic modelling work to look at the strategic traffic impacts of the Council's future options for housing and employment in Harrogate and Knaresborough.”

The traffic model will be available for use in Autumn 2015, Early stage feasibility work is being undertaken to consider extending the rail network by connecting Harrogate to Ripon and beyond to Thirsk, and also Harrogate to Wetherby. Consideration needs to be given to the potential for new rail corridors to the north and south of Harrogate in developing the Local Plan.

6.1.5 **Strategic Road Network:**

Paragraph 6.11 Highways England requires that the traffic impacts of new developments should be safely and efficiently accommodated on the SRN and that measures necessary to support planned development should be brought forward in parallel with the development themselves. Highways England is also undertaking modelling work to identify traffic impacts at the junctions along the A1(M) resulting from the level of planned growth in the District in parallel to the traffic modelling work for the local road network described earlier.

6.1.6 **Rail:**

Issue for Ripon

Early stage feasibility work is being undertaken to consider extending the rail network by connecting Harrogate to Ripon and beyond to Thirsk, and also Harrogate to Wetherby.

6.1.7 **Bus:**

6.22 Transdev operate Route 36 service which provides a regular service between Ripon - Harrogate-Leeds. There is no comparable service to York, although there have been attempts to run such a service on a commercial basis in the past.

6.23 There are three main bus stations in the District located in the centres of Harrogate, Knaresborough and Ripon. Interchange with the rail station in Harrogate is particularly poor and presents a significant opportunity to improve public transport provision in the town.

Issue for Ripon

Bus services are run on a commercial basis, and so will respond to future demand.

Some areas in the district would benefit from additional development as it would enhance the viability of existing services and potentially allow increased frequencies. Links with rail hubs would encourage growth and give greater connectivity.

6.1.8 **Coach Parking:**

6.25 Coach parking in Harrogate, Knaresborough, Ripon and Pateley Bridge is free of charge within designated bays.

Issue for Ripon

Only eight spaces for coach parking are available in Ripon.

6.1.9 **Car parks:**

6.26 Civil Parking Enforcement (CPE) with surpluses transferred to NYCC and ring-fenced for expenditure on parking/transport related projects within the Borough. HBC also operates CPE in its own off-street car parks.

Issue for Ripon

Off street car parking spaces in Ripon only total 646.

- Cathedral 187
- Victoria Grove 32
- The Arcade 42
- St Marygate 136
- Market Place 52
- Marshall Way 177
- Blossomgate 20

6.29 A disc parking system is operated in the majority of controlled parking zones throughout Harrogate, Knaresborough, Ripon and Boroughbridge. Motorists may park in a disc zone for a limited period without charge provided that a valid clock disc set to the time of arrival is displayed in the vehicle. Clock discs are available free of charge from a number of places including all Council offices, Tourist Information Centres and from many local

businesses. The length of time motorists can park can vary considerably between parking zones.

Issue for Ripon

Car parks in Ripon and Knaresborough are often only at capacity on one day each week (Market day).

6.1.10 On street parking:

6.31 NYCC is responsible for determining how any on-street surplus funding arising from Civil Parking Enforcement (CPE) is spent. Section 55 (as amended) of the Road Traffic Regulation Act (1984) sets out the permitted uses for CPE surplus funding. The Act limits local transport authorities to spending surplus revenue, once the costs of the enforcement operation have been met, on parking, transport or environmental improvements within the Civil Enforcement Area.

6.1.11 Cycling:

6.34 There are proposals to complete the National Cycle Network Route 67 between Leeds and Northallerton through Harrogate, Ripon and Masham. Currently only two short sections of this route exist, between Wetherby and Spofforth and the route recently completed between Harrogate and Ripley (the Nidderdale Greenway). A second National Cycle Network routes crosses the District, the Way of the Roses route that extends from Bridlington to Morecambe passes through Boroughbridge, Ripon and Pateley Bridge.

Issues for Ripon

There is potential for new routes as follows: Harrogate to Ripon

Isolated small development sites make it harder to plan for cycle infrastructure delivery.

6.1.12 Walking:

6.35 Council Policy protects public rights of way from development that would result in harm to their recreational and/or amenity value.

6.2 Implications of the HBC Infrastructure Plan

6.2.1 The priorities for travel and transport are:

- Priority to pedestrian and cycle movements, and access to high quality public transport;
- Create safe layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and consider the needs of people with disabilities by all modes of transport.

- Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

These priorities have implications for each of the paragraphs discussed below.

6.2.2 Implications for the strategic road network:

The traffic impacts of new developments should be safely and efficiently accommodated on the SRN and measures necessary to support planned development should be brought forward in parallel with the development themselves.

This raises concerns, as all traffic must enter or leave the City centre down one of the radial roads and congestion and pollution levels are certain to increase at the vulnerable Low/High Skellgate / Somerset Row/ Water Skellgate road junction, a designated AQMA (Air Quality Management Area). This will reduce the attractiveness of the city centre as the meeting place of choice, and also importantly the use of transport other than the private car at a time when we are looking to increase walking and cycling. There is the potential for improved road infrastructure with redevelopment of the military estate relieving some traffic pressure on Kirkby Road, and a new road linking Clothholme Rd to Mallory Park Drive would further ease traffic on the narrow Kirkby Road.

6.2.3 Implications for rail:

Early stage feasibility work is being undertaken to consider extending the rail network by connecting Harrogate to Ripon and beyond to Thirsk, and also Harrogate to Wetherby. A renewed rail connection could propel the City into a new era of expansion with all that entails, and considerably more residents, but is the Newcastle – Leeds link likely to extend the track from Northallerton to Ripon –Harrogate- Wetherby and Leeds to shave off many miles and minutes, and give an alternative route for ECML should there be an accident between Northallerton and York?

6.2.4 Implications for bus:

Commercial routes will be at a premium and only the 36 seems viable even with free OAP passes in use for much of the day. Other routes need subsidy, which is unlikely from NYCC, especially in the rural areas which is the City's hinterland.

6.2.5 Implications for coach parks:

With only 8 spaces and a fairly restricted timeframe and access to Ripon coach park the availability is limiting. Locating parking elsewhere with a drop off in the Bus station on the other side of the 36 bay provides a safe entrance to the City for visitors. Coach parking needs to be easy access, and more spaces should be made available.

6.2.6 Implications for off-street car parking:

The official car parks cater for 646 spaces and that is for a City population of 17,000 and a million -day visits per year to the surrounding visitor attractions at Fountains Abbey, Newby Hall, Lightwater Valley, Markenfield Hall, Hutton Conyers and the Cathedral, Racecourse, and the Museums in the City. Contrary to the conclusions of the Harrogate Infrastructure Plan, there is clearly insufficient parking provision at present for the visitors let alone the residents.

Ripon's off-street parking is minimal and dated, with poor space utilization to give the highest number possible and losing more space as unable to cope with the size of SUVs. The issue for Ripon identified in the HBC Infrastructure Plan that "Car parks in Ripon and Knaresborough are often only at capacity on one day each week (Market day)" is equivocally untrue. The Market Place car park is at or near 100% capacity most days and at night as the evening economy has benefitted from the Curzon cinema opening in 2014, and increased restaurant provision. Booths Car Park (Marshall Way) is also at similar capacities seven days a week, but less so in the evening.

Blossomgate is at 100% six days a week, and Victoria Grove is 85% most days with The Arcade at 90% seven days a week. The only variants are Cathedral and St Marygate; the former is 90% most days and the latter less so due to it being less obvious and further from the City Centre. The new Aldi store provides an additional 60 spaces for shoppers, who will also probably walk into the City centre. The proposed Marks and Spencer food outlet and the other units on the Rotary Way site will offer more spaces for shoppers, and its location in the City will bring more visitors from outside the City.

With limited car parking and poor signage to existing car parks, it is essential that new parking is developed to meet the vision of the City as a meeting place of choice, but a single-decked extension to the Cathedral car park will probably only increase spaces by 15%. Another possible increase could be the use of Ripon Hospital car park during evenings and at weekends when that car park is only at 50% capacity. Civil Parking Enforcement (CPE) surpluses for NYCC work and HBC should be ring-fenced for expenditure on parking/transport related projects within the City, much as CCTV costs were met in the 2000s, and proposed developments for housing must have road improvement, parking and improved signing as a planning obligation.

6.2.7 Implications for on-street parking:

On-street parking is limited and further restricts visitor appeal for the City. There is an opportunity to greatly extend on-street parking with Clock disc use to the slightly further out radial roads, such as Studley Road at 4 hours, and restricting the nearer roads to 2 hours. NYCC must rationalize on street costs for residents as there are two different charges for residents in Allhallowgate.

6.2.8 Implications for walking:

Protecting rights of way is important, and the Local Authority must make opportunities to provide better facilities by adding links to existing rights of way networks, including National Trails, and better maintaining existing paths. Wholesale addition of well-worn and much-loved paths in the City to the definitive network would stimulate walking, connectivity and community cohesion.

6.2.9 Implications for cycling:

Completing the National Cycle Network Route 67 between Leeds and Northallerton through Harrogate, Ripon and Masham would stimulate tourism, and promoting Ripon as a hub for the second National Cycle Network route to cross the District, the Way of the Roses, from Bridlington to Morecambe through Boroughbridge, Ripon and Pateley Bridge would similarly stimulate visitors.

6.2.10 Implications for the Local Plan from the Infrastructure Plan:

1. Consideration needs to be given to the potential for new rail corridors to the north and south of Harrogate in developing the Local Plan and in the case of the former Harrogate to Northallerton railway line there may be potential for the provision of a rail link in the future. The remainder of the disused section of the Ripon to Northallerton section of railway line within Hambleton District is being protected by the Hambleton District Local Plan
2. It will be important to understand at what level of development a bus service becomes commercially viable. It is easier, and therefore cheaper, to extend an existing service to provide public transport access to a site rather than establish a wholly new service
3. Development will almost certainly increase demand for parking in town centres, so there may be a need to provide better information about parking space availability and direction signing to help utilise all available space
4. Junction 47 of the A1(M) will remain the principal (and signed) access to the SRN for much of the district, particularly if future development is biased towards the eastern side of the district. Development in Ripon may have implications for Junction 50 of the A1(M).
5. Traditional junction design and modelling does not take walking and cycling into account and that these modes should be considered at the start of any assessment or design process
- 6.

6.3 Harrogate and Knaresborough Cycling Implementation Plan 2013

- 6.3.1 Harrogate Borough Council adopted the Implementation Plan in July 2000 when HBC was the Highway Agent for the area acting on behalf of NYCC. The plan proposed a network of radial and orbital cycle routes in the urban areas of Harrogate and Knaresborough. The Local Transport Plan advocated a network of cycle routes to encourage alternative transport to cars, inter-linking residential areas, schools, shopping facilities, health care facilities, employment areas and leisure sites. Another objective of the plan promoted the delivery of off road cycle routes to Spofforth and Ripley connecting to the National Cycle Network and providing onward links to the District.
- 6.3.2 The network was updated in 2009 and 2011, and with additional routes, was part of the Urban Areas Consultation for the Draft Sites and Policies DPD. This work was undertaken in partnership with North Yorkshire County Council and the Harrogate Cycling Improvements Group, and the network is included within the Draft Sites and Policies DPD Policy IN3 protecting transport infrastructure routes within the Council's Draft Infrastructure Delivery Plan.
- 6.3.3 Over £1.5 M was invested in new and existing cycle routes in the urban area in the Local Transport Plan period up to 2006 and since, producing more than 20 kilometres of off road cycle route and further on road provision has been delivered through the development control process with contributions negotiated and agreed through Section 106 or Section 28 Agreements.
- 6.3.4 NYCC was allocated over £1.5M by Department for Transport to deliver the Harrogate Sustainable Transport Package with measures and initiatives to support economic development through reduced traffic congestion and sustainable travel with the objects of
- sustainable access to the town centre
 - Access to major conference and exhibition facilities in the town
 - Sustainable access and journey time reliability along the A661 corridor
- 6.3.5 Draft Infrastructure Delivery Plan (IDP) identifies infrastructure and services required to support planned growth in the District, and the responsibility for the work and how it will be funded. The Plan notes cycle routes to be completed and identifies priority routes relating to site allocations.
- 6.3.6 The Nidderdale Greenway, a new Sustrans path from Bilton to Ripley, 4km north of Harrogate, is almost entirely traffic-free, and uses the listed viaduct over the Nidd Gorge, and a Pegasus crossing on the A61 to get to Ripley. The route is part of the Connect2 national project bringing the National Cycle Network into communities across the UK.

6.3.7 Signing of new cycle routes has been provided where they connect to destinations and since the successful Tour de France 2014, and the equally successful Tour de Yorkshire, opportunities have been taken to promote the Tour's routes and to encourage fitness and tourism.

6.3.8 Implications for Ripon:

Extending the Sustrans path from Ripley to Ripon to link with the National Cycle Network Route 67 between Leeds and Northallerton would stimulate tourism and promote Ripon as a hub for the National Cycle Network in the District, especially as The Way of the Roses already passes through the City. Ripon is close to half-way on the popular Way of the Roses coast2coast cycle route and is connected to Harrogate via Fountains Abbey and Ripley Castle on Route 67 of the National Cycle Network. The City Plan team asked Sustrans to submit a proposal for an in depth look at realizing the town's potential to become a top cycling town in Yorkshire, both in terms of local connectivity for everyday journeys, and high-quality links with outlying destinations such as Fountains Abbey.

6.3.9 The Ride Ripon proposal is detailed in Section 10 - Complementary Projects.

7 Ripon City Plan Reports and Studies

7.1 Footpaths Study

7.1.1 Footpaths, Bridle Paths, Ginnels and restricted byways in the City were examined, and investigated over a number of months by the City Plan team. We met with the Footpaths Officer of NYCC who supplied the Definitive Map at Paragraph 5.1.1.

www.northyorks.gov.uk/definitive-map-public-rights-way

7.1.2 Paths and Ginnels are shown on the various Ordnance Survey editions of maps of Ripon over the past 226 years from the time the Ordnance Survey was set up in 1791. Up to the commencement of definitive maps held by the Local Authority of the area every map had a disclaimer "the representation of a road, track or footpath is no evidence of a right of way". Since the 7th series maps that disclaimer still exists but is preceded by reference that "public rights of way ...have been derived from Definitive Maps". However, paths appearing on the current Definitive Map are not new paths being created now but are ways that have been in legal existence for over 50 years and in many cases have existed in a 'de facto' form for decades or even centuries. If a path is not shown on the map it does not mean that a right of way does not exist, as there may be paths that have been used by the public for many years and so have acquired public rights but are not recorded on the Definitive Map.

7.2 Ginnels

7.2.1 The Draft Policies map of the City Centre shows a number of paths and Ginnels that should be protected in developments to maintain connectivity and community cohesion. All those shown have been in existence as footpaths for a minimum of 20 years and most for considerably longer. A comment from the Focus Group meeting in September 2014 fully supports the protection of rights of way; Want to protect ginnels (footpaths in centre)

7.3 Cycling

7.3.1 The City Plan team had discussion with Sustrans who were requested to suggest a more detailed study for cycling and this proposal is produced in Section 10

8 Analysis and Commentary

8.1 Introduction

8.1.1 There is a great opportunity within this City Plan especially through the Complimentary Projects, to promote the better use of alternative and sustainable transport, and to encourage the local and visiting population to be healthier and cycle and walk in the local area. Ripon is blessed with three rivers, and a canal, all with a network of footpaths, that connect the population with the natural and cultural heritage with North Yorkshire's only World Heritage Site on its doorstep, and an Area of Outstanding Natural Beauty equally adjacent. Ripon is the most culturally rich settlement in North Yorkshire and its buildings and spaces are connected by ginnels, footpaths and roads, and importantly there is a plethora of printed and themed self-guided walks produced by the Ripon Civic Society, the National Trust, the Rambler's Association, the Ripon Rotary Clubs and other independent organisations giving the opportunity to exercise the mind and the body on these cycle routes and footpaths. Initial consultation by the City Plan team revealed the riverside as an important and threatened part of Ripon's natural environment. The issue for these "blue" corridors is both the mitigation of foreseeable impacts of riparian development and a requirement for positive enhancement. Improvement of the network of riverside paths, and action to protect riverbank habitat and management of tree cover need to be considered in each development proposal. A Blue and Green Network Map is at Appendix A.j

8.1.2 The City has a mediaeval heart and consequently a medieval street pattern that is relatively little modified from its layout of the early 13th century when the Archbishop of York, the lord of the manor, laid out the Market Place with burgage plots in 1215. Roads radiate out from there influenced by glacio-fluvial gravel terraces between the Rivers Skell, Laver and Ure, the late mediaeval mill race, now bridged, that stretches across the city from west to east, and the ever present and mainly undeveloped areas with sink holes, the result of gypsum

dissolution. To get out of the City, or to get into the Market Place, one or more of these radiating roads must be used, consequently this City Plan has attempted to improve the cross-City connectivity by suggesting new roads, regularising the footpath network, proposing a cycle study, and park and ride study.

8.1.3 Ripon had a viable railway connection from the 1840s to the 1960s but was sadly disconnected from the national system by the recommendations in the Beeching Report. Ripon residents could board a train pulled by an A4 Gresley Pacific steaming down the line through Ripon that was an alternative to the East Coast Main Line. Railway re-instatement could reprise that alternative route so vital in the event of a catastrophe on the ECML.

8.2 Justification of policies

8.2.1 Policy G1 Proposed New Highways

The NPPF has several paragraphs that provide the justification for the policies including 30,31,32,34, 35 and 37 which are noted in section 2 at the beginning of this Supporting document. Planning Practice Guidance ID 54 Transport evidence also provides justification especially Paragraphs 01, 13, 14, 15 and Paragraph 71 allows the CI levy to be used to fund a very broad range of facilities.

8.2.2 Policy G2 Footpaths and Public Rights of Way, and 73 Cycling, G4 Mobility, G1 Proposed New Highways and G5 Railway Reinstatement

The NPPF provides the justification for these policies especially 38, 40, 41, 57, but foremost is 35 which gives priority to pedestrian and cycle movements, and safe and secure layouts to minimise conflicts between traffic and cyclists or pedestrians and seeks consideration for people with disabilities. Equally Policies T15B, T18, T20 and T22A of HBC's 2001 Local Plan relates to these policies where that Council seeks measures to assist improvements for public transport, walking, park and ride, cycling and public short stay parking through a planning condition or obligation. PPG 71 allows the CI levy to fund the measures.

9 Policy Wording

9.1 Sustainable Transport

Development proposals will need to show how they enhance the opportunities for sustainable transport. This may be through facilities on site or it may be appropriate to seek financial contributions toward larger projects.

9.2 Policy G2 Footpaths and public rights of way

Footpaths shown on the proposals map and city centre inset map will be protected from disconnection by development proposals. Where such footpaths are not yet complete this will be encouraged in order to improve accessibility and permeability.

Developments that would result in the loss of, or harm to, the recreational and/or amenity value of an existing public right of way will not be permitted. Development proposals involving the diversion of a public right of way will only be permitted where the alternative route is convenient, attractive and equal to, or better quality than, the existing route.

9.3 Policy G3 Cycling

Facilities for cyclists including storage and parking and the provision of cycle paths will be sought within development proposals.

Financial contributions will be sought toward the preparation and publication of a Ripon City cycle strategy and programme of works. This strategy will identify the location of off-road cycle paths and co-ordination and integration with measures to be provided within existing or new public highways.

9.4 Policy G4 Mobility

Facilities for people with mobility impairment will be sought within development proposals including circulation, shelter and signage

9.5 Policy G1 Proposed New Highways

The Highway Authority is requested to investigate the practicality of the new highways as shown on the Proposals Map and city centre inset map recommended to improve circulation and accessibility within the city and to facilitate and expedite their implementation having regard to the delivery opportunities contained in the plan.

9.6 Policy G5 Railway Reinstatement

Support is given to the re-opening of the railway through Ripon in order to improve accessibility for passengers and provide an alternative to private transport. Owing to development of parts of the original track-bed this support recognises that an alternative route to the east of the by-pass would need to be defined. This should provide for a passenger station with interchange to local bus services and car parking near to Rotary Way to facilitate accessibility for the city and its hinterland.

10 Complementary Projects

10.1.1 Below is the list of projects identified in the evidence chapter, and below the table one of the projects, Cycling Strategy is outlined in detail. The Railway Feasibility had a false start in 2017; the other projects require further work to progress them.

Name	Brief	Partners
Feasibility Study into Park & Ride Scheme.	<p>Accessing need.</p> <p>Possible locations.</p> <p>Options for working models.</p>	<p>NYCC</p> <p>HBC</p> <p>Bus Operators</p>
Action Plan for the protection and improvement of public paths.	<p>Analysis of registered footpaths.</p> <p>Assessment of deficit not on defin. Map at NYCC.</p> <p>Strategy for linking and connecting footpath provision around and through city.</p>	<p>NYCC</p> <p>Local Ripon Ramblers Group</p> <p>Ripon City Council</p>
Cycling Strategy & Action Plan for City of Ripon.	<p>Analysis of need and identification potential cycling routes.</p> <p>Cycling for schools.</p> <p>Tourism/Tour de France/Yorkshire.</p> <p>Proposals and costings for new cycle paths within city and out to surrounding countryside.</p> <p>Provision for cycle routes within new developments and connectivity to existing routes.</p> <p>Cycle storage within the city centre.</p> <p>Healthy Ripon Initiative.</p>	<p>Sustrans</p> <p>NYCC</p> <p>Health Ripon</p> <p>Schools</p> <p>Cycle Clubs</p>
Railway Reinstatement Feasibility Study	<p>Context at regional level.</p> <p>Highspeed railway network impact study.</p> <p>Route/Engineering Study.</p> <p>Economic viability.</p> <p>Station provision & location.</p> <p>Car Parking.</p> <p>Transport Integration Proposals.</p>	

Improvement of bus services.	Identification of community need and routes. Frequency & type of buses required. Location of bus station.	
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10.2 Cycling

10.2.1 This complementary project resulted from the discussion with Sustrans and with the National Trust staff from Fountains Abbey Studley Royal World Heritage Site who wish to facilitate the use of footpaths and cycleways to give sustainable access to the World Heritage Site to and from Ripon. The text of the proposal from Sustrans is below.

10.2.2 Proposal from Sustrans to Ripon City Plan Working Group
March 2014

Sustrans is the UK's leading sustainable transport charity.

Our vision is a world in which people choose to travel in ways that benefit their health and the environment. We work on practical, innovative solutions to the transport challenges facing us all.

Sustrans is the charity behind the award winning National Cycle Network, Safe Routes to Schools, Bike It, TravelSmart, Active Travel, Connect2 and Liveable Neighbourhoods, all projects that are changing our world one mile at a time.

To find out more visit or call: www.sustrans.org.uk 0845 113 00 65

Head Office | Sustrans | 2 Cathedral Square | College Green | Bristol | BS1 5DD

1. Background

Ripon (pop. 17,000) is a cathedral city and market town in the Borough of Harrogate, North Yorkshire. Historically part of the West Riding of Yorkshire, it is located at the confluence of two tributaries of the River Ure (the Laver and Skell) and the eastern edge of the Nidderdale Area of Outstanding Natural Beauty.

Just a couple of miles to the south west is Fountains Abbey & Studley Royal, a World Heritage Site.

Ripon is close to half-way on the popular Way of the Roses coast2coast cycle route, and is connected to Harrogate via Fountains Abbey and Ripley Castle on Route 67 of the National Cycle Network.

As part of the development of a City Plan (a Neighbourhood Plan), a working group has asked sustainable transport charity Sustrans to submit a proposal for an in depth look at

realizing the town's potential to become a top cycling town in Yorkshire, both in terms of local connectivity for everyday journeys, and high quality links with outlying destinations such as Fountains Abbey that will encourage leisure and tourism journeys.

2. The named project leader

Rupert Douglas, Sustrans Area Manager (North and East Yorkshire and The Humber)
07720 510023 / 0113 245 0006 / rupert.douglas@sustrans.org.uk
Leeds Bridge House, Hunslet Road, Leeds LS10 1JN

3. Project remit

The geographical focus of the project will be the area covered by the Ripon City Plan, but have regard to enhancing links with outlying places such as such as Fountains Abbey (and beyond to Ripley and Brimham Rocks), Newby Hall (via the canal?), Masham, Lightwater Valley theme park etc.

Developing safe and attractive cross-city connectivity, in particular the residential areas to key facilities e.g. routes to the schools on the west side of the City has been highlighted. The redevelopment of the Claro Barrack site is thought to be a significant opportunity, as are possible changes to access and public realm for the Kirkgate and the Cathedral areas. Promoting healthier and sustainable travel choices also important.

Opportunities for enhancing the Way of the Roses route, and related facilities such as cycle parking and hire, to be considered, together with how accommodation and other service provider businesses can contribute to and benefit from cycling town development. Extending National Route 67 northwards also has potential.

Three distinct but complementary phases of work are envisaged - Scoping Report, Public consultation and Report review, and Development plan (see 5. Method and cost below).

4. Staff involved

The Sustrans infrastructure team in Yorkshire & The Humber specialise in the design, civil engineering, planning, land negotiation, construction, maintenance, estate management, promotion and funding related to walking and cycle infrastructure projects across the region. A 16-strong team is based in Leeds.

We are also served by a core central team that can draw on a wealth of experience from across this

UK wide organisation. Only the key individuals expected to work on or input to this study will be described below but it should be noted that there is a full depth of experience that can be tapped into across this 500-strong organisation.

5. Method and cost

	Cost estimate (£)
<p>Scoping Report</p> <p>Produce an outline description of the proposed Ripon cycle town development, providing as much detail about options as is available at the time of writing. This will be based on initial desk study, inception meeting with client, site visits and contact with agreed organisations and individuals.</p> <p>It will include map-based visualisation of a Ripon cycle network, conditions relating to existing / potential new routes in that network, an assessment of the impact and benefits of its development (with any baseline data provided), and a presentation to the Ripon City Plan Working Group and partners.</p>	4,000
<p>Public consultation and report review</p> <p>Prepare and undertake a one day (or two half day) public consultation event(s) in Ripon in conjunction with the Ripon City Plan Working Group.</p> <p>Feedback to the Working Group, review and amend the Scoping Report as required.</p>	2,500
<p>Development Plan</p> <p>Based on the Scoping Report, produce a detailed Ripon cycle town development plan that provides a 'shovel ready' scheme (or set of schemes) that can be used for further consultation, planning processes, funding assembly, project implementation and delivery.</p> <p>This will include:</p> <ol style="list-style-type: none"> 1. Written foreword by influential supportive project partners; 2. Introduction including history, aim and objectives; 3. Other schemes and opportunities in the area; 4. Local and government policies 5. Consultation undertaken; 6. A description of the current problems and obstacles to walking and cycling 7. Potential economic benefits of the proposals; 8. Route design, environment and ecological issues; 9. Detailed maps with proposal descriptions, cross-sections, alignment diagrams and photos (OS map tiles would be used as the base for plans and maps and we will endeavour to source these from the local authority with an appropriate license for publication); 10. Promoting behaviour change through smarter choices activity e.g. Bike It and work place challenges, and Ripon as a cycling destination; 11. Technical information showing best practice from nationally gained knowledge; 12. Estimated costs and identification of potential funding sources; 	3,500

13. Realistic programme of works and section phasing recommendations; 14. Conclusion. The format that we use is typically a bound landscape A3 double-sided colour document.	
Total	10,000 + VAT

7. Client & partner’s communication

Regular client contact will be maintained with the Ripon City Development Manager: Ripon Town Hall, Market Place South, Ripon, HG4 1BZ.
Tel: 01765 601100 | Mobile: 07788 253547
Email: riponcitydevelopmentmanager@yahoo.co.uk
Contact with any external funding partner to be agreed.

8. Timescale & milestones

	Timescale	Milestones
Scoping Report	Eight weeks	
Public consultation and project review	One week	
Development Plan	Nine weeks	

9. Evidence of similar work

Sustrans exists due to its success in developing walking and cycling infrastructure over the last 30 years in particular the National Cycle Network that now stands at 14,000 miles and includes scenic traffic-free paths, quiet roads and lanes, signed on-road routes and themed long-distance routes.

In doing this, the organisation has been a significant player in creating and setting the standard for cycling and walking infrastructure design.

The list of feasibility studies and development plans that Sustrans has completed nationally is centrally catalogued and runs to over a thousand. Some more recent commissions are listed below:

Nidderdale Greenway Extension Scoping Report - March 2014 – For Nidderdale Plus

Hull Cycle Routes Feasibility Study - For Hull City Council

Scarborough Coastal Feasibility Study - September 2012 – For

Scarborough Borough Council and Welcome to Yorkshire

Wakefield - For Wakefield MBC

Huddersfield Town Centre - For Kirklees Council

Harrogate Town Centre to Ripley Development Plan - January 2011 – For
North Yorkshire County Council

10.3 **Footpaths**

10.3.1 The use of footpaths is at the heart of the River Skell Catchment Project, fronted by the National Trust at Fountains Abbey Studley Royal World Heritage Site, which aims to enhance and promote the natural and cultural landscape of the Skell to a wider audience, and includes the use of footpaths within the catchment to allow easier and improved access to the heritage. Ripon is a vital part of this Project which is likely to be instrumental in ensuring the protection and improvement of paths and ginnels.

11 Appendices

There are no Appendices to this Supporting Document