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1 Introduction

North Yorkshire County Council (NYCC) in its role as the Highway Authority for Catterick Village and Catterick Garrison has traditionally targeted local issues and problems by introducing appropriate remedial measures. This approach generated some success, but is felt that the time has been reached where the development of a long-term comprehensive strategy covering all modes of transport is required.

The overall aim of the study is to produce an Integrated Traffic Management Strategy for Catterick Village, the Garrison and other surrounding settlements. This strategy will be aimed at securing long lasting improvements, especially for vulnerable road users, whilst maximising economic and environmental well being and minimising existing or potential sources of detrimental impact.

A copy of the consultants brief is included as Appendix 1. Whilst not totally prescriptive, it sets out the stages to be included in the strategy development process which have been used to establish the structure of this report. The strategy has been developed within the framework provided by the North Yorkshire Local Transport Plan 2001-2006 (dated July 2000) and the Richmondshire Local Plan (dated January 1999). These plans have been produced within the wider scope of the national guidance including Planning Policy Guidance Note 13 (PPG13): Transport that sets objectives to integrate planning and transport decision making at all levels.

The Strategy has been developed in liaison with the MOD Catterick Garrison and with particular reference to both the Catterick Garrison Travel Plan, and the Catterick Garrison Long Term Development Plan. Consultation has also been carried out to ensure the views of: the local people; Parish Councils; Richmondshire District Council; transport operators; the emergency services; and, other key stakeholders, have been taken into account at each stage of the study process. A list of stakeholders consulted is included in Appendix 2.

The strategy proposed within this document identifies, costs and prioritises a programme of schemes for implementation. A Pedestrian Action Plan and Cycling Plan are being published as separate documents, but have been prepared as an integral part of the strategy. They are included as Appendix 3 and 4 respectively.

A SATURN traffic model has been developed for Catterick and Catterick Garrison in parallel to this Strategy. The model validation report has been produced under separate cover.
2 The Catterick and Catterick Garrison Study Area

2.1 Location
The study area is shown in Figure 1, which also sets Catterick Village and the Garrison in a wider spatial context. The study area includes the village of Brompton on Swale which straddles the A1 to the north of Catterick Village, as well as the small settlement of Catterick Bridge. The main road through the study area is the A6136, which links these settlements and provides the most direct access to the nearby town of Richmond, 2 miles north of Camp Centre. The area lies some 10 miles to the west of Northallerton, and 12 miles to the south-west of Darlington.

Figure 1: Catterick Locational Context and Study Area
2.2 The Character of the Catterick Village and Catterick Garrison

Catterick Village is the smaller of the two settlements and lies between the A1 and River Swale approximately one mile to the south of Catterick Bridge, the village is also bounded a quarry and Catterick Racecourse to the north and Marne Barracks to the south. The racecourse hosts regular race meetings and an open air market each Sunday, claimed to be the largest in the north of England. The small settlement of Catterick Bridge is said to be located close to the location where the original Roman Road, pre-dating the Great North Road and the current A1, crossed the River Swale.

There is one primary school in the village located off High Street (A6136) on Noels Court. Other facilities within Catterick Village include a post office, newsagents and health centre. Residential areas surround the village centre and extend to Marne Barracks along the A6136, the village centre mainly comprising of stone built terrace cottages, whilst the outlying areas tend to be more modern with many detached and semi-detached properties.

Catterick Garrison, previously called as Catterick Camp, sits on an elevated plateau approximately four miles to the west of Catterick Village and is Europe's largest Army Garrison. It consists of 19 separate barrack complexes, around which Service Family Accommodation and other facilities were constructed during the 20th Century. These include:

- 8 civilian educational establishments;
- The Richmondshire Walk retail park;
- Community centres;
- A Swimming Pool;
- A Golf Club;
- Football Training Centre;
- Saddle Club;
- A variety of medical facilities - health centres, dental surgeries, military hospital;
- 3 libraries;
- Several churches;
- 5 banks;
- 3 post offices; and
- Numerous restaurants and takeaways.

As the Garrison has developed, it has become contiguous with the villages of Colburn, Scotton and Hipswell. It continues to expand and is now recognised as a
town in its own right. The majority of the housing in the area is Service Family Accommodation which is relatively new and consists of detached and semi-detached properties. However, in Scotton there are some older stone cottages and in Colburn there are some blocks of residential flats around the large area of open space.

The military training area around the Garrison consists of some 20,000 acres, which is predominantly farmed, but also includes, 36 Scheduled Ancient Monuments and 1,223 hectares designated by English Nature as Sites of Special Scientific Interest.

2.3 Demography
6 wards cover the strategy study area: Hipswell; Colburn; Scotton; Catterick; Brompton on Swale; Scorton; and, Hornby Castle. Data from the 2001 Census reveals a resident population of 19,295. Of these:

- 4,432 are aged 15 and under;
- 12,649 are aged between 16 and 59; and
- 2,214 are aged 60 or over.

The 2001 National Census revealed an average car ownership of nearly 1.2 per household, although 15% of households did not have access to a car. 50% of those in work reported that they travelled to work by car, 28% on foot, 5% by bicycle and 4% by public transport. 8% of those working do so at home.

2.4 Access
Catterick Village and the Garrison are easily accessed from the national trunk road network via the A1, although the form of the access will change as a result of the proposals to upgrade the A1 to motorway standard. The A6136 is the major road into Catterick Village as well as through the Garrison. It provides the most direct link between the two settlements, and to Richmond. Brompton on Swale is linked to Richmond and Catterick Village via the B6271, which also provides a link to Northallerton. Minor roads connect outlying villages and hamlets, including Hunton, Hudswell, East Hauxwell and Downholme.

2.5 Historical Development
The village of Catterick has developed organically over a long period of time largely because of its strategic providing the crossing point over the River Swale on the Great North Road. As Cataractonium, it was a Roman signal station protecting the crossing, whilst later its function was primarily as an overnight coaching stop.
The Garrison first came into existence in October 1915, along with a camp railway line. The original camp was a ‘semi-permanent’ Training Centre and was initially known as Richmond Camp but due to confusion with Richmond in Surrey it was re-titled Catterick Camp in November of that year. Towards the end of World War 1 the role of the camp changed from being just a Training Centre to include a Prisoner of War Camp for up to 5,000 POWs. Then, after the war ended, the camp became a demobilisation centre, a training centre, thereafter a Command Depot and then a dump for war materials.

Following the partition of Ireland in 1921 it was decided to make Catterick a permanent Military Training Centre to replace lost facilities and an extensive building programme was begun in 1923, with large tracts of land purchased for training. In the mid 1930s the Camp, as it was then called, was re-developed and many of the more substantial buildings such as the Garrison Headquarters were built. As a protection against the perceived air threat of the time the various barracks were dispersed and this largely accounts for the present layout of the Garrison.

During the Second World War the Garrison was again expanded to meet the training requirements of the war time army and again a POW camp was established. After the war, it became an important centre for the training of National Servicemen. Many changes have occurred at the Garrison since this time, with the Infantry Training Centre and more recently the School of Infantry also moving into the Garrison.

2.6 Transport Development

The majority of the road network in the area of Catterick Garrison has developed as a result of the military presence. As the garrison has grown from its origins as a First World War camp for both troops and prisoners of war, the road and other infrastructure required to support it has been constructed around it.

The main road through Catterick Village and just to the east of Brompton on Swale follows the route of Dere Street, the Roman Road and Great North Road, the existing A1 having replaced it in the 1950’s and early 1960’s.

Catterick Military Railway closed to all traffic on 26 October 1964. The nearby Richmond Branch of the North Eastern Railway closed nearly five years later on 3 March 1969. However some military traffic, mostly tracked armoured vehicles, is still moved by rail, travelling by road the short distance from the Garrison to the Wensleydale Railway Railhead at Redmire.

An extensive network of off-road cycle routes has been constructed in the Garrison, mainly on MoD land as part of the Millennium Cycle Network Project.
3 Transport in Catterick and Catterick Garrison

3.1 Main traffic generators
The study area has a variety of functions, catering for those living and working locally both in military and civilian employment. The main traffic generators are highlighted in Figure 2, including supermarkets, schools, colleges, industrial estates, barracks, Catterick Garrison Town Centre and health centres.

Figure 2: Catterick Area Traffic Generators
### 3.2 Major Pedestrian Activities

Whilst there are no formal pedestrian counts are available for the study area, a number of primary pedestrian routes have been identified for improvement and are described in detail in the Catterick and Catterick Garrison Pedestrian Action Plan (Appendix 3). These routes are:

- A6136 Richmond Road, including access to the Richmondshire Way Retail Park, and the parallel Shute Road also linking to Risedale Community College;
- A6136 Catterick Road serving the Business Park and Industrial Estate at Colburn and linking to Brompton-on-Swale and Catterick Village;
- Links within the Colburn Residential Estate;
- Byng Road and Hipswell Road including access to Risedale Community College;
- Links surrounding Carnagill and Wavell Schools;
- Gough Road, serving the Richmondshire Way Retail Park and Library
- Richmond Road, Bridge Road and Station Road in Brompton-on-Swale;
- A6136 Gatherley Road, providing access to the Gatherley Road Industrial Estate;
- Scotton Road, Bedale Road and Hunton Road, linking Scotton, Vimy and Helles to Camp Centre;
- Catterick Bridge, forming the main access across the River Swale; and,
- Leeming Lane, the main axis of Catterick Village.

### Public Rights of Way Improvement Plan

In parallel to the production of this Strategy, NYCC’s Planning and Countryside Unit has been progressing with the development of it’s Public Rights of Way Improvement Plan. This is also covered in the Pedestrian Action Plan.

### Pedestrian Accidents

26 accidents (18 slight and 8 serious) were recorded involving pedestrians between 2001 and 2004 inclusive. Table 7 lists the reasons attributed to the accidents:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian stepped into carriageway</td>
<td>5</td>
</tr>
<tr>
<td>Pedestrian hit by reversing vehicle</td>
<td>1</td>
</tr>
<tr>
<td>Driver failed to see pedestrian</td>
<td>2</td>
</tr>
<tr>
<td>Child ran out onto carriageway</td>
<td>13</td>
</tr>
<tr>
<td>Other</td>
<td>5</td>
</tr>
</tbody>
</table>

*Table 1: Pedestrian accidents: 2001-2004*
3.3 **Major Cyclist Activities**
As part of developing the Strategy, a Cycle Plan was developed for Catterick and Catterick Garrison, including a review of existing cycling activity and facilities.

**Cycle Flows**
A series of 12 hour manual classified traffic surveys were undertaken on Tuesday 29 November 2005 at a large number of intersections, selected to be a representative sample of vehicular flow and characteristics. The data collected through these counts, representing the number of cyclists observed on the carriageway, is shown in Table 2. It should be noted that much of the cycle network in Catterick Garrison is off-carriageway (Plate 1), thus the count data should be treated with caution.

<table>
<thead>
<tr>
<th>Location</th>
<th>No. of Cyclists Observed (12 hours)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Haig Road/Richmond Road</td>
<td>13</td>
</tr>
<tr>
<td>Plumer Road/Haig Road</td>
<td>7</td>
</tr>
<tr>
<td>Hipswell Road/Plumer Road</td>
<td>15</td>
</tr>
<tr>
<td>Leyburn Road/Plumer Road/Ava Road</td>
<td>11</td>
</tr>
<tr>
<td>Richmond Road/Hipswell Road</td>
<td>34</td>
</tr>
<tr>
<td>Richmond Road/Gough Road</td>
<td>8</td>
</tr>
<tr>
<td>Garrison Roundabout (Plate 2)</td>
<td>11</td>
</tr>
<tr>
<td>Scotton Road/Loos Road</td>
<td>20</td>
</tr>
<tr>
<td>Loos Road/Horne Road</td>
<td>21</td>
</tr>
<tr>
<td>White Shops Traffic Signals</td>
<td>14</td>
</tr>
<tr>
<td>Catterick Road/Colburn Lane</td>
<td>5</td>
</tr>
<tr>
<td>Catterick Bridge</td>
<td>25</td>
</tr>
<tr>
<td>Catterick Village</td>
<td>19</td>
</tr>
</tbody>
</table>

*Table 2: Number of cyclists observed at various locations in Catterick and Catterick Garrison, 2005*

**Cycle Parking**
Cycle parking is provided at a number of locations, although a random survey showed that the majority of stands were unoccupied.

There are no secure lockers in the Garrison or Village where a cycle may be left in the knowledge it would be safe from vandalism or theft.

Schools for which School Travel Plans have been received indicate that the numbers cycling to school may increase if secure parking facilities were made available.
Plate 1: Off-road cycle route running parallel to the A6136, Catterick Garrison

Plate 2: Cyclists using off-carriageway cycle routes at Camp Centre, Catterick Garrison
Cycling Accidents

14 accidents resulting in slight injury to cyclists were recorded in the study area between 1 July 2001 and 20 June 2004. All of the accidents occurred in fine, dry conditions, and only two during the hours of darkness, both involving young cyclists not aware of the presence of moving vehicles. The age profile of those injured is shown in Table 3, suggesting that increased cycle training may be beneficial in reducing the number of cycling accidents in the plan area. The accidents are described in detail in the Catterick and Catterick Garrison Cycle Plan (Appendix 4).

<table>
<thead>
<tr>
<th>Age</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 – 5</td>
<td>1</td>
</tr>
<tr>
<td>6 – 15</td>
<td>6</td>
</tr>
<tr>
<td>16 – 25</td>
<td>4</td>
</tr>
<tr>
<td>26 – 35</td>
<td>3</td>
</tr>
<tr>
<td>36 – 45</td>
<td>1</td>
</tr>
</tbody>
</table>

Table 3: Age profile of cyclists involved in accidents in Catterick and Catterick Garrison, July 2001 - June 2004

The Cycle Plan also proposes and details several improvements and extensions to the existing network, including:

- Brompton on Swale to Catterick Village Route, via Catterick Bridge;
- Catterick Garrison to Catterick Bridge;
- Catterick Garrison East-West Route: Richmond Road to Plumer Road via Gough Road;
- Catterick Garrison Central Area;
- Le Cateau School Route between Scotton Road and Horne Road;
- Extension of Plumer Road Route towards Richmond; and,
- Extension of Southern Routes to Scotton and Tunstall.

3.4 Public Transport Facilities and Services

Dales and District Services operated by Proctor’s Coaches are one of two major providers of bus services in the study area. A free bus service operated by Proctor’s Coaches on behalf of Tesco connects nearby towns and villages to the Tesco store at the heart of the Garrison every weekday. This service does not have a regular daily timetable. However, each day it serves a circular route. Table 4 shows the destinations served on specific days by this free service.
Table 4: Locations served and number of stops by the Tesco Free Bus Service

<table>
<thead>
<tr>
<th>Destination</th>
<th>Monday (0900-1700)</th>
<th>Tuesday (1100-1600)</th>
<th>Wednesday (0900-1700)</th>
<th>Thursday (1100-1500)</th>
<th>Friday (1100-1400)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bedale Market Place</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bellerby</td>
<td>5</td>
<td>5</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brompton on Swale</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Catterick Bridge</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Catterick Village</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Colburn</td>
<td>3</td>
<td>1</td>
<td>3</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Crakehall</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gough Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Haig Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Hipswell</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hunton</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Leyburn Market Place</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Middleham</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Newton le Willows</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Patrick Brompton</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plumber Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Richmond Market Place</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scotton</td>
<td>6</td>
<td>2</td>
<td>6</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Tunstall</td>
<td></td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The other major operator of bus services within the study area is Arriva North East. Table 5 summarises the bus services operated by Arriva in the study area.

A survey of the bus stops in the study area was carried out by the NYCC Integrated Passenger Transport Unit. This identified improvements for all but two stops, including the need for new poles, flags, timetable cases and, where appropriate, shelters. Many of these improvements were implemented during 2005/06.
### SERVICES FROM CATTERICK Marne Barracks, via Catterick Garrison and Richmond (X26)

<table>
<thead>
<tr>
<th>Destination</th>
<th>Return services per day</th>
<th>Service interval</th>
<th>First outward service departs</th>
<th>Last return service departs</th>
<th>Travel time (mins)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colburn Lane</td>
<td>10</td>
<td>Hourly</td>
<td>0749</td>
<td>1821</td>
<td>8</td>
</tr>
<tr>
<td>Hipswell Village</td>
<td>10</td>
<td>Hourly</td>
<td>0749</td>
<td>1812</td>
<td>17</td>
</tr>
<tr>
<td>Catterick (Tesco)</td>
<td>10</td>
<td>Hourly</td>
<td>0749</td>
<td>1808</td>
<td>21</td>
</tr>
<tr>
<td>Richmond Mkt Place</td>
<td>10</td>
<td>Hourly</td>
<td>0749</td>
<td>1754</td>
<td>35</td>
</tr>
<tr>
<td>Darlington R’way Stn</td>
<td>10</td>
<td>Hourly</td>
<td>0749</td>
<td>1720</td>
<td>69</td>
</tr>
</tbody>
</table>

### SERVICES FROM CATTERICK Marne Barracks via Catterick Garrison (54)

<table>
<thead>
<tr>
<th>Destination</th>
<th>Return services per day</th>
<th>Service interval</th>
<th>First outward service departs</th>
<th>Last return service departs</th>
<th>Travel time (mins)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colburn Lane</td>
<td>7</td>
<td>Hourly</td>
<td>0946</td>
<td>1738</td>
<td>8</td>
</tr>
<tr>
<td>White Shops</td>
<td>7</td>
<td>Hourly</td>
<td>0946</td>
<td>1730</td>
<td>16</td>
</tr>
<tr>
<td>Catterick (Tesco)</td>
<td>7</td>
<td>Hourly</td>
<td>0946</td>
<td>1726</td>
<td>20</td>
</tr>
<tr>
<td>Richmond Mkt Place</td>
<td>7</td>
<td>Hourly</td>
<td>0946</td>
<td>1717</td>
<td>29</td>
</tr>
</tbody>
</table>

### SERVICES FROM CATTERICK VILLAGE via Scorton and Barton (34)

<table>
<thead>
<tr>
<th>Destination</th>
<th>Return services per day</th>
<th>Service interval</th>
<th>First outward service departs</th>
<th>Last return service departs</th>
<th>Travel time (mins)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Darlington</td>
<td>9</td>
<td>Hourly</td>
<td>0706</td>
<td>1725</td>
<td>39</td>
</tr>
</tbody>
</table>

### SERVICES FROM CATTERICK GARRISON Camp Centre (27, 28, X27), Tesco (X26)

<table>
<thead>
<tr>
<th>Destination</th>
<th>Return services per day</th>
<th>Service interval</th>
<th>First outward service departs</th>
<th>Last return service departs</th>
<th>Travel time (mins)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richmond</td>
<td>36</td>
<td>20 mins</td>
<td>0704</td>
<td>2236</td>
<td>18</td>
</tr>
<tr>
<td>Darlington</td>
<td>37</td>
<td>20 mins</td>
<td>0704</td>
<td>2300</td>
<td>53</td>
</tr>
</tbody>
</table>

### SERVICES FROM CATTERICK GARRISON Tesco, via Catterick Village, Scorton and Barton (34)

<table>
<thead>
<tr>
<th>Destination</th>
<th>Return services per day</th>
<th>Service interval</th>
<th>First outward service departs</th>
<th>Last return service departs</th>
<th>Travel time (mins)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Darlington</td>
<td>9</td>
<td>Hourly</td>
<td>0633</td>
<td>1725</td>
<td>62</td>
</tr>
</tbody>
</table>

### SERVICES FROM BROMPTON ON SWALE (47)

<table>
<thead>
<tr>
<th>Destination</th>
<th>Return services per day</th>
<th>Service interval</th>
<th>First outward service departs</th>
<th>Last return service departs</th>
<th>Travel time (mins)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richmond</td>
<td>4</td>
<td>2 hourly</td>
<td>0830</td>
<td>1535</td>
<td>9</td>
</tr>
</tbody>
</table>

### SERVICES FROM CATTERICK White Shops to Bedale and Northallerton (73)

<table>
<thead>
<tr>
<th>Destination</th>
<th>Return services per day</th>
<th>Service interval</th>
<th>First outward service departs</th>
<th>Last return service departs</th>
<th>Travel time (mins)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bedale</td>
<td>2</td>
<td>-</td>
<td>0701</td>
<td>1835</td>
<td>29</td>
</tr>
<tr>
<td>Northallerton</td>
<td>2</td>
<td>-</td>
<td>0701</td>
<td>1810</td>
<td>52</td>
</tr>
</tbody>
</table>

*Table 5: Summary of Weekday Bus Services in the Study Area*
3.5 **Community Transport**
Richmondshire and Hambleton Cars 4U, launched in February 2005 is managed by RCVS and covers Richmond, Catterick and surrounding rural areas. The cars are used by RCVS Volunteer Driver Scheme and Reeth and District Community Transport, they take people to hospital and GP appointments for example.

Wheels 2 Work, a moped leasing scheme, operates in the study area. This is a Richmondshire and Hambleton Rural Transport Partnership project run by Northallerton and District Voluntary Service Association which helps people overcome the barriers created by a lack of transport. It specifically helps younger people gain access to education, employment or training.

3.6 **Rail**
Catterick Village and Catterick Garrison do not have their own railway stations as the line between Richmond and Darlington was closed in 1969. The nearest railway station is located at Darlington, 12 miles away. Darlington is well served by local and regional rail services via the TransPennine Express operated by First Group. Darlington is only 1 hour from Leeds, 40 minutes from Newcastle and 25 minutes from York. There are also direct trains from Darlington to London operated by GNER with through ticketing available in connection with the Arriva North East bus services X26, 27, 28 and X27. A dedicated bus service between Darlington railway station and Catterick Racecourse operates on race days.

As mentioned previously, some military traffic, mostly tracked armoured vehicles, is moved by rail, travelling by road the short distance from the Garrison to the Wensleydale Railway Railhead at Redmire. At present, this traffic equates to about 12 trainloads per year, removing up to 672 heavy commercial vehicles per year from the road network. There is spare capacity on the rail network to accommodate more traffic of this type and it is recommended that discussions with the MoD regarding expansion of the Garrison should explore opportunities to increase and diversify the use of rail for MoD freight traffic movements.

3.7 **Taxis**
Taxi ranks are located at White Shops, the District Council camp centre car park near to the Aldi supermarket, and at Vimy Barracks. Information provided by the Master Driver at Garrison HQ suggests that Taxi loading is also a problem in the vicinity of the main gates at Helles, Cambrai and Alma Barracks. A scheme is being developed in advance of this strategy to address the problems at Helles Barracks where taxis could use the lay-by outside the former passenger gate.

3.8 **Motorbikes**
There is a lack of motorcycle parking facilities within the area.
3.9 **Major vehicle activities**

The major road in the study area are the A6136 which runs through the centre of both the Garrison and Catterick Village and gives access to the A1 and to Richmond.

Traffic flows on various roads in the study area have been derived from automatic and manual traffic count data and is summarised in Table 7.

<table>
<thead>
<tr>
<th>Location</th>
<th>Annual Average Daily Traffic (AADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gough Road, Catterick</td>
<td>3128</td>
</tr>
<tr>
<td>Leyburn Road, Catterick</td>
<td>4465</td>
</tr>
<tr>
<td>Scotton Road, Catterick (north of Church Road)</td>
<td>7633</td>
</tr>
<tr>
<td>Hipswell Road, Catterick</td>
<td>3412</td>
</tr>
<tr>
<td>A6136 Catterick Rd, Catterick (between Colburn Lane and Byng Road)</td>
<td>13330</td>
</tr>
<tr>
<td>Loos Road, Catterick</td>
<td>3865</td>
</tr>
<tr>
<td>Plumer Road, Catterick</td>
<td>1264</td>
</tr>
<tr>
<td>James Lane, Catterick</td>
<td>1852</td>
</tr>
<tr>
<td>Scotton Road, Catterick (south of Hambleton Road)</td>
<td>4181</td>
</tr>
<tr>
<td>Range Road, Catterick</td>
<td>3136</td>
</tr>
<tr>
<td>Richmond Road, Catterick</td>
<td>7127</td>
</tr>
<tr>
<td>Haig Road, Catterick</td>
<td>518</td>
</tr>
</tbody>
</table>

*Table 6: Summary of traffic flow data*

3.10 **Car Parking, Coach Parking and Waiting Restrictions**

There are four main types of car parking in Catterick Village and Catterick Garrison.

- Public off-street;
- Public on-street;
- Private residential; and
- Private non-residential (PNR).
This strategy considers the two types of public parking, these being those over which North Yorkshire County Council and Richmondshire District Council exert control respectively. It is unlikely that workplace-parking levies will be introduced to influence PNR parking as the majority of this type of parking is controlled by the Ministry of Defence. Richmondshire District Council’s adopted parking standards for new developments are in line with those adopted by NYCC.

**Public off-street parking**

Richmondshire District Council controls three small car parks for which no charge is made. These are:

- Hildyard Row, Hipswell - 59 spaces;
- Shute Road, Catterick Garrison - 25-30 spaces; and,
- Broadway, Colburn - 60 spaces.

**Public on-street parking**

Parking is permitted on-street in both Catterick Village and Catterick Garrison. However, on-street parking is controlled through waiting restrictions and appropriate yellow lines.

- ‘No waiting at any time’ restrictions apply on parts of:
  - Waitwith Road;
  - A6136 Richmond Road and Shute Road;
  - A6136 Catterick Road and Byng Road (White Shops); and
  - A6136 Catterick Road and A6136 Gatherley Road (Racecourse / Catterick Bridge).

- ‘No waiting 8am – 5pm’ restrictions apply on part of:
  - Wavell Road, Allenby Road, and Hipswell Road West.

- ‘No waiting 8am – 6pm’ restrictions apply on parts of:
  - Weardale Road, Wensleydale Road; and
  - A6136 High Street Catterick Village.

**Private non-residential parking (PNR)**

There are extensive private non-residential car parking areas in the Garrison, provided by both the Ministry of Defence and the retail sector. The barrack complexes also include extensive areas for parking.

There is free parking at the Richmondshire Walk Retail Park and the Aldi car park.
3.11 Roundabouts, access restrictions and speed limits.

Roundabouts

There are several mini-roundabouts in the study area. These are located at:

- Intersection of Catterick Road and Colburn Lane;
- Intersection of Catterick Road and Vicarage Road;
- Intersection of Haig Road and Montgomery Road;
- Intersection of Haig Road and French Road; and
- One at each entrance to Horseshoe Close off Catterick Road.

There are also several full-sized roundabouts within the study area. These are located at:

- The junction of Catterick Road/Richmond Road/Leyburn Road and Scotton Road;
- Richmond Road/Hipswell Road and Hipswell Road West;
- Gough Road/ Essex Close and Somerset Close;
- Scotton Road and the entrances to Vimy and Helles Barracks;
- Cookson Way and Catterick Road; and,
- Stevenson Road and Caxton Close in Brompton-on-Swale.

Access Restrictions

There are a number of civilian and military weight limits in the area. These are:

- No vehicles over 3 tonnes on First Avenue;
- No vehicles over 4 tonnes on Jutland Road, Slim Road and Wavell Road;
- No vehicles over 7.5 tonnes on Brough Lane, Easton Way, Low Green and Tunstall Road;
- No wheeled military vehicles over 1 tonne on Tunstall Road; and,
- No wheeled military vehicles over 10 tonnes on Tunstall Road and Leeming Lane.
**Speed Limits**

A 30mph speed limit applies to much of the built-up urban area with the national speed limit applying outside the built up area. Exceptions are:

- 5mph on parts of St. Aidan’s Road and Smuts Road;
- 10mph on Hambleton Road and Slessor Road (Plate 3);
- 15mph on Wensleydale Road and at the gates of a number of Barracks;
- 20mph on Pembury Mews, Tumbledown Close, Goodwood Road, Berwick Road, Kitchener Road, Marne Road, Wardrop Road and Wavell Road;
- 40mph on parts of Gatherley Road, Home Road, Loos Road, Leyburn Road, Range Road, Plumer Road, Richmond Road, and on Leeming Lane as a northern gateway to Catterick Village

In addition, several sections of road are subject to a 20mph speed limit for Armoured Fighting Vehicles.

*Plate 3: 10mph Speed Limit on Slessor Road, Catterick Village*
3.12 **Traffic signals and pedestrian crossings**

There are 3 signal controlled junctions in the study area. These are located at the intersections of:

- Byng Road, Horne Road and Catterick Road;
- Gatherley Road (A6136) and the B6271; and
- Gough Road and Richmond Road (A6136).

Pedestrian crossing facilities are also provided at a number of Toucan and Puffin crossings detailed in Table 8. All are equipped with tactile paving and tactile cones for the sensory impaired.

<table>
<thead>
<tr>
<th>Location</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>A6136 Catterick Road near Colburn Lane</td>
<td>Toucan crossing</td>
</tr>
<tr>
<td>A6136 Catterick Road near Belton Park Drive</td>
<td>Toucan crossing</td>
</tr>
<tr>
<td>Hipswell Road West near Wavell Road</td>
<td>Toucan crossing</td>
</tr>
<tr>
<td>A6136 Catterick Road near Shute Road</td>
<td>Puffin crossing</td>
</tr>
<tr>
<td>A6136 Catterick Road near Colburn Lodge PH</td>
<td>Toucan crossing</td>
</tr>
</tbody>
</table>

*Table 7: Pedestrian crossing facilities in the Catterick and Catterick Garrison study area*

3.13 **Known traffic speed problems, law breaking and enforcement**

There is a perception that speeding vehicles are a problem in the villages of Tunstall and Hipswell (Plate 4), although automatic speed data collected by North Yorkshire County Council does not support this. Therefore, it is felt that travel at inappropriate speeds rather than law breaking may be the issue.

The speed data reveals that areas of concern are:

- Leeming Lane between Marne Barracks and Catterick Village (Plate 5);
- On station road to the west of the A1 in Brompton-on-Swale;
- On Plumer Road in the vicinity of Menin Road; and
- On Hunton Road in Scotton immediately inside the 30mph speed limit.
Plate 4: Chicane on Hipswell Road, Hipswell

Plate 5: Leeming Lane, near to Mame Barracks, Catterick Village
3.14 **Road traffic accidents**

261 personal injury road traffic accidents (excluding those on the A1) were reported in the study area between January 2001 and November 2004.

Of these 261 accidents, 4 involved a Heavy Commercial Vehicle (HCV), 13 a Light Goods Vehicle (LGV), 20 involved a motorcycle, 16 involved a pedal cycle and 26 involved pedestrians.

There were 28 serious accidents during the study period of which 8 involved pedestrians and 1 involved a motorcycle.

The age profile of the motorcyclists, cyclists and pedestrians are shown in Table 9.

<table>
<thead>
<tr>
<th>Age</th>
<th>Motorcycle</th>
<th>Cyclists</th>
<th>Pedestrians</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 18</td>
<td>3</td>
<td>9</td>
<td>17</td>
</tr>
<tr>
<td>18-59</td>
<td>16</td>
<td>5</td>
<td>8</td>
</tr>
<tr>
<td>60 and over</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

*Table 8: Age profile of motorcyclists, cyclists and pedestrians injured in accidents: 2001-2004*

69% of accidents occurred during daylight hours and the remaining 31% during the hours of darkness. Of the accidents which occurred during daylight hours, 36% occurred while the road surface was wet, while during the hours of darkness this rose to 51%.

**Accident Clusters**

This section covers the key accident hotspots in and around Catterick and Catterick Garrison where there have been 4 or more injury accidents during the study period. Three hotspots have been included with 3 or more accidents due to the nature of the accident.

In the following descriptions, accidents are classified by the worst injury occurring. For example: an accident where 2 people are slightly injured, one seriously injured (in hospital for one or more nights), and one person killed, would be classified as a fatal accident.
Halfpenny House Area (including junctions around A6108 and Hawkswell Road) – Figure 3 Location 1

9 slight accidents (including 1 slight cycle accident) - 13 people slightly injured.

- 1 accident involved a cyclist - a vehicle left the road to avoid colliding with the cyclist; and
- The remaining 8 accidents involved driver error during damp or snowy road conditions – of these 5 lost control on bends.

Dykes House area – Figure 3 Location 2

7 accidents of which 1 serious, 6 slight – 8 people slightly injured.

- 4 accidents involved drivers losing control at bends in the road;
- 1 accident involved car driver losing control at the brow of a hill;
- The remaining 2 accidents involved cars leaving the road at Dykes House - 1 to avoid stationery traffic, the other with mud on the road; and
- 5 of these accidents involved damp conditions.
Bedale Road, Hunton Junction - Figure 3 Location 3

4 accidents of which 1 serious and 3 slight.

- All of these were accidents where drivers lost control at the bends on this junction;
- 2 accidents involved collisions (1 serious involving a coach); and
- 2 accidents involved a vehicle overturning, one of these an LGV and the other a tractor.

Craggs Lane (from Bedale Road Junction to Belmont Junction including Moor Lane Junction) - Figure 3 Location 4

10 accidents of which 1 fatal, 1 serious, 8 slight – 15 people slightly injured.

- 3 accidents involved drivers losing control going round bends and colliding with telegraph pole (fatal), wall or oncoming vehicle;
- 2 accidents involved drivers turning right into Tunstall junction and 1 left the road to avoid colliding with a queue of stationery traffic;
- 3 accidents involved drivers pulling out of junctions into oncoming traffic; and
- Of the 10 accidents, 5 involved wet/damp road conditions.

Catterick Bypass, Tunstall Road area - Figure 3 Location 5

4 accidents of which 1 fatal, 3 slight (including 1 slight cyclist) - 4 people slightly injured.

- A bus collided with a (non-motor) vehicle on the verge resulting in a fatal accident; and
- The remaining 3 accidents involved driver error: overtaking and hitting a pedal cyclist, colliding with the rear of a turning vehicle, and avoiding an animal in road.

High Street - Catterick Village - Figure 3 Location 6

6 accidents of which 1 serious, and 5 slight (including 1 slight pedestrian & 1 slight cyclist accident) - 6 people slightly injured.

- The majority of accidents can be attributed to driver error;
- The cyclist accident involved a child cyclist falling off the bike into the path of a vehicle; and
- The pedestrian accident involved an elderly pedestrian stepping into road.
A6136 Gatherley Road Catterick Racecourse and Catterick Bridge junction - Figure 3 Location 7

6 slight accidents – 9 people slightly injured.

- These accidents can be attributed to driver error;
- 3 occurred at the junction - 1 turning off the A6136, and 2 pulling out onto the A6136; and
- 2 involved rear end collisions with cars turning into the Racecourse car parks.

Gatherley Road: Brompton on Swale - Farmers Arms Public House - Figure 3 Location 8

4 slight accidents (including 1 slight cyclist) - 5 people slightly injured.

- 2 collisions occurred at the Public House Car Park - 1 rear end shunt, and 1 turning across the path of other traffic.

A6136 - B6271 junction - Figure 3 Location 9

3 accidents of which 1 serious, 2 slight.

- 2 accidents involved the traffic lights - 1 while the lights were inoperative, and 1 turning across the path of other traffic.

Gatherley Road: Brompton on Swale near A1 slip road - Map Location 10

5 accidents of which 1 serious, 4 slight - 11 people slightly injured.

- 3 rear end collisions as cars slowed or stopped for parked vehicles and slow moving traffic; and
- 1 accident following high speed and loss of control while overtaking.

Catterick Road Colburn - Figure 3 Location 11

6 accidents of which 2 serious - 3 people seriously injured (including 1 child pedestrian), and 4 slight

- 2 accidents involved vehicles travelling west turning across the junction into the path of oncoming traffic.
**Richmond Road (Gough Road - Shute Road junctions) - Figure 3 Location 12**

5 slight accidents (including 1 child pedestrian and 1 cyclist) - 7 people slightly injured.

- These accidents involved driver error.

**Catterick Road: Catterick Garrison Camp Centre - Figure 3 Location 13**

4 slight accidents - 6 people slightly injured.

- 3 accidents involved driver error, and 1 involved a pedestrian stepping out in front of a vehicle after alighting from a bus.

**A6136 Longwood Bank - Figure 3 Location 15**

4 accidents of which 3 serious, 1 slight - 2 people seriously injured and 7 people slightly injured.

- All 3 accidents involved drivers losing control at this bend and leaving the road.

**Leyburn Road Catterick Garrison - Ava Road - Figure 3 Location 17**

4 accidents of which 2 serious - 6 people seriously injured; and 2 slight -3 people slightly injured.

- 3 accidents involved drivers losing control while travelling uphill. A cattle grid was involved in 2 of these; and

- The other involved a rear end collision as a driver turned into a lay-by.

**Leyburn Road, Catterick Garrison Golf Club - Figure 3 Location 18**

6 accidents of which 2 serious, 4 slight (including 1 cyclist) - 7 people slightly injured.

- 1 serious and 1 slight accident involved drivers losing control at the left hand bend near the Golf Club. A second slight accident occurred at the same bend after driver was distracted resulting in 4 people injured; and

- The other serious accident involved a car attempting to overtake and colliding with oncoming vehicle.
**Scotton Road - Church Road junction - Figure 3 Location 19**

4 accidents of which 2 serious - 5 people seriously injured, 2 slight

- 1 serious and 1 slight accident involved drivers losing control at the bend; and
- The other 2 accidents involved a driver losing control for no apparent reason, and a driver turning out of the junction onto Scotton Road into oncoming traffic.

**Catterick Road - Belton Park Drive - Figure 3 Location 21**

4 slight accidents (including 2 pedestrian accidents) - 7 people slightly injured.

- 2 accidents involved the pelican crossing, one of these involved 2 child pedestrians entering onto the pelican crossing before change of lights, the other involved a driver failing to stop.

**Catterick Road - Horne Road - Vicarage Road - Figure 3 Location 22**

8 accidents of which 2 serious and 6 slight (including 2 slight pedestrian accidents and 1 slight youth cyclist)

- 3 accidents occurred at the Byng & Horne Road junctions. 1 was a rear end collision, the other 2 involved vehicles turning into oncoming traffic;
- 1 serious pedestrian accident where the pedestrian was struck by car while crossing the road; 1 youth pedestrian accident caused by the pedestrian stepping out from parked cars; and
- 1 cyclist accident involved the cyclist turning right in front of a vehicle travelling in same direction.

**Scotton Road - Helles Barracks - Loos Road junction - Figure 3 Location 23**

7 accidents of which 3 serious (including 1 pedestrian) - 3 people seriously injured and 1 slight injury, and 4 slight accidents (including 1 cyclist) - 5 people slightly injured.

- 1 accident where child pedestrian stepped out into oncoming vehicle;
- 1 accident involved 2 cyclists colliding;
- 2 accidents involved drivers losing control at the bend near Helles Barracks; and
- The remaining 3 accidents involved driver error.
**B1263 Broken Brae Caravan Park - Figure 3 Location 24**

3 accidents of which 1 serious - 1 person seriously injured and 1 slight injury, 2 slight accidents

- All 3 accidents involved drivers losing control at the right hand bend and either leaving the road or colliding with oncoming traffic.

**Catterick Road - Brough Lane junction - Figure 3 Location 25**

3 slight accidents – 4 people slightly injured.

- 2 accidents involved rear collisions as vehicles waited to turn right into Brough Lane (1 was a 6 vehicle shunt); and
- 1 accident involved a vehicle making a sudden turn left into Brough Lane.

### 3.15 The views of the stakeholders

The current problems and issues detailed within this section were identified through engaging stakeholders in a workshop held during April 2005. Account was also taken of correspondence previously received by NYCC’s Area Traffic Manager.

**Pedestrians**

The stakeholders at the workshop identified key areas where pedestrian improvements could be made in order to encourage walking. These included:

- The need for a footway and separate footbridge at Scotton Bridge to improve pedestrian safety;
- The need for a pedestrian crossing between the playing fields and Risedale School on Hipswell Road, particularly as traffic levels have increased in recent years;
- The use of the ‘Iron Bridge’ (former military railway bridge) over the River Swale as part of a pedestrian, cycle and equestrian route (Plate 6);
- The need to extend the footway along Hunton Road;
- The need for an additional pedestrian crossing on Richmond Road; and
- It was also noted that any future development of the Garrison should incorporate consideration of pedestrian movement and access, as in the past this has been neglected.
Cycling

It has been noted that cycling, as a mode of transport, needs to be encouraged as a healthy and non-polluting mode, particularly in the light of the lower levels of car ownership and younger population of the Garrison. The workshop highlighted that there is a need to provide an integrated cycle network which connects routes in the study area to those routes proposed in Richmond.

Other specific issues highlighted at the workshop include:

- The need for the provision of safe cycle routes and links, particularly for cross town and between settlement movements, and including routes to school;
- The potential to use the ‘Iron Bridge’ in Brompton on Swale as part of a new cycle route;
- The need for secure parking facilities at key locations, particularly schools; and
- The need for Toucan crossings.

These and other issues will be addressed and developed further in the Cycle Action Plan.
Parking

The main issue, identified at the workshop, regarding parking was the presence of illegal and inconsiderate parking in the vicinity of the White Shops which was said to cause problems for delivery vehicles.

It was also noted that lorry parking has been displaced from the centre of Colburn to the Colburn Business Park and the Health and Recreation Centre and that the introduction of additional weight limits may further displace overnight parking to other locations.

Parking on the footway was considered an issue in both Tunstall and Scotton as this is preventing access for pedestrians and those on motorised mobility scooters. It was also highlighted that parking in the vicinity of the village shop and Gatherley Road Industrial Estate in Brompton on Swale (Plate 7) reduces visibility and safety for all road users.

*Plate 7: Pavement parking at the entrance to Gatherley Road Industrial Estate, Brompton on Swale*
Disabled access and mobility

There are physical problems with the infrastructure that create barriers for disabled people including wheelchair users, motorised mobility scooters and the visually impaired, making journeys in Catterick Village and the Garrison.

It was highlighted that safe and unhindered access to facilities should be addressed resulting in better facilities for all.

As such, an audit needs to be undertaken and the study area needs to be brought into line with the requirements of the Disability Discrimination Act. Tactile paving needs to be provided in a consistent and coherent manner and key routes should be considered as an element of the Pedestrian Action Plan.

Public Transport

A number of issues specific to public transport have been identified, although most fall outside the remit of this Strategy. Some of these issues include:

- The need for a bus station or interchange facility in the Garrison;
- The need for changes to bus service times, routes and frequencies, particularly in the evening and serving Brompton on Swale and the Northallerton Friarage Hospital; and
- The need to develop community transport schemes to enable greater access for rural residents, including taxi, minibus and postbus schemes. There is the potential to integrate such services with the commercial bus services.

It was noted that there is considerable scope for the improvement of public transport infrastructure. The current state of bus stop facilities has been reviewed, revealing the need for significant improvements in terms of timetable information, flags and poles as well as raised boarding areas (Kassel Kerbs). It has to be recognised that bus stops form an individual’s first point of contact and thus the initial perception of the local, regional and indeed national public transport network.

Taxi and Motorcycle Facilities

Workshop participants suggested investigating the potential to expand the “Wheels-to-Work” scheme already operating in the area.

Equestrian Issues

At the workshop, stakeholders identified the need for additional equestrian routes in order to create an integrated network throughout the study area and around the Garrison town centre. It was suggested this could involve reinstating sections of bridleway that have been removed as a result of new developments and the provision or upgrading of safe crossing facilities for equestrians e.g. Pegasus Crossings.
**Junction Issues**

Several issues regarding the roundabout and signalised junctions in the study area were raised by stakeholders at the workshop. These issues included:

- Congestion at signalised junction of Horne Road, Catterick Road and Byng Road and at the Camp Centre roundabout, creating further traffic problems;
- The right turn lane at Brompton on Swale signal controlled junction is of insufficient length, restricting the right turn queuing for the A1 to three vehicles;
- The high number of mini-roundabouts along Catterick Road in Colburn, which do not slow traffic due to lack of deflection (Plate 8), cause the use of other short-cut routes and require coaches to manoeuvre over them; and
- It was noted that it is intended that the Gough Road / Richmond Road signalised junction should be improved as a condition on the Tesco store expansion planning application.

*Plate 8: Mini-roundabout, Catterick Road, Colburn*
Signing

Signing has developed sporadically over a number of years and is neither comprehensive nor consistent, particularly as a result of the mix of County and Military roads within the Garrison. Any review of signing needs to incorporate the outcomes of the TMS, for example changes to traffic flow, parking, pedestrian or cycle routes. In particular:

- Pedestrian, cycle and disabled route signing needs to be implemented;
- Speed limit signing needs to be reviewed in the light of any safety initiatives;
- Locations where signing is obstructed by vegetation need to be identified; and
- Improve signage to indicate routes to be used by military vehicles.

Road safety, speed limits and enforcement

There is a perception that speeds are excessive in some parts of the study area. The locations mentioned include:

- Hipswell - a 20mph speed limit and speed tables to replace the chicanes were requested;
- Tunstall village - the narrow carriageway, continued use of the road by heavy vehicles despite the weight limit, and excessive speeds were identified by some stakeholders at the workshop; and
- Richmond Road.

Other Problems and Issues

Other problems and issues identified through the Workshop process that lie beyond the scope of this study have been recorded and passed on to the appropriate NYCC officers for further consideration.
4 Policies and Transport Objectives

4.1 Local Transport Plan Objectives

The North Yorkshire Local Transport Plan is based on a structure of aims and objectives, developed into a strategy that seeks to achieve a core vision:

‘Of a sustainable transport system which will not only meet the social and economic needs of local communities but also safeguard the environment.’

The five common aims linking transport to its role in the wider social and urban environment are:

- Promoting Economic Prosperity – by facilitating opportunities for economic regeneration and growth and improving the operational efficiency of the transport system and provision for tourism;
- Improving Community Life – through traffic management and measures to reduce pollution and opening up / maintaining access to social facilities for all age groups;
- Improving Safety – through controlling speed / routeing / traffic orders, giving priority to cyclists, pedestrians and people with disabilities;
- Protecting an Enhancing Environmental Quality – by integrating land use and planning and all forms of transport as a means of minimising environmental impact and reducing the need to travel; and,
- Promoting Social Equality and Opportunity – by providing genuine choices of travel mode and meeting the travel needs of the socially and physically disadvantaged.

4.2 Local Transport Plan Local Objectives

Catterick and Catterick Garrison are located in NYCC’s Central policy sub-area. The following priorities have been identified for the NYCC LTP for this sub area:

- To reduce the number and severity of road accident casualties. Improving road safety both in market towns and villages and on the inter-urban network is a paramount requirement;
- To reduce social exclusion by providing access to all with a high quality public transport system, and reducing dependency on private cars by providing viable alternatives to access Market Places within towns; and
- The introduction of traffic calming measures where there are particular problems of volumes and speeds of traffic passing through towns and villages.
4.3 **A1 Motorway Dishforth to Barton Improvement**

The Highways Agency was developing its preferred scheme for the A1 Improvement, whilst this strategy was being developed. Close contact was maintained between NYCC, Mouchel Parkman, Defence Estates and the Highways Agency to ensure that the Strategy is compatible with the A1 Improvement. Main impacts of the A1 Improvement are:

- Realignment of the A1 some 200-300 metres west of its current location to the south of its junction with the A6136 at Marne Barracks;
- Realignment of Tunstall Road from Cowstand Farm to the current location of the Catterick South Bridge, the current Catterick South and Tunstall Road Bridges being demolished, the Catterick South Junction being removed, and a new bridge being provided over the realigned A1;
- Realignment of Catterick Lane to run alongside the realigned A1, meeting with the realigned Tunstall Road;
- A new Catterick Central Junction some 500 metres to the south of the A6136 Catterick Road, the junction being formed by slip roads, a pair of roundabouts and an over-bridge;
- Realignment of the A1, some 50 metres west of its current location between the current Tunstall Road Bridge and the new Catterick Central Junction;
- Provision of a local distributor road on the current alignment of the northbound A1 to the south of the new Catterick Central Junction;
- Replacement of the bridges across the River Swale, Bridge Road and Station Road in Brompton; and,
- Removal of the bridge over the former railway alignment and the existing Catterick North Junction.

Consultation events were held at Leeming Bar on 3rd and 4th June 2005, and at Scotch Corner on 10th and 11th June 2005.

4.4 **Local Plan Developments and Constraints**

Richmondshire District Council controls land use planning in Catterick and Catterick Garrison, although MoD land lies outside of their control. In relation to this study, reference has been made to the Richmondshire Local Plan adopted in September 2001 and the emerging Local Development Framework that is to replace the Local Plan.

Catterick Garrison is identified as one of the main growth areas within the Local Plan. As such, it is a focus for both residential and employment related development, particularly post 2001. Development sites in the study area are detailed in Table 9.
Table 9: Recent Planning Applications in the Catterick and Catterick Garrison Study Area, 2005/2006

<table>
<thead>
<tr>
<th>Location</th>
<th>Type of Development</th>
<th>Application Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Catterick Road, Colburn</td>
<td>Light Industrial/Office Units</td>
<td>09/06/2006</td>
</tr>
<tr>
<td>Catterick Road, Corner of Colburn</td>
<td>Commercial/Office/Leisure</td>
<td>23/11/2005</td>
</tr>
<tr>
<td>Gatherley Road, Brompton on Swale</td>
<td>Offices and Shops</td>
<td>09/12/2005</td>
</tr>
<tr>
<td>Gatherley Road, Brompton on Swale</td>
<td>6 Workshop/Office Units</td>
<td>22/12/2005</td>
</tr>
<tr>
<td>Catterick Garrison</td>
<td>Barracks</td>
<td>27/02/2006</td>
</tr>
<tr>
<td>Wensley Road, Catterick Garrison</td>
<td>Training/Dorm Block</td>
<td>27/02/2006</td>
</tr>
<tr>
<td>Gatherley Road, Brompton on Swale</td>
<td>Offices</td>
<td>14/08/2006</td>
</tr>
<tr>
<td>Catterick Road, Colburn</td>
<td>Industrial/Office Units</td>
<td>07/09/2006</td>
</tr>
<tr>
<td>Gatherley Road, Brompton on Swale</td>
<td>4 Industrial Units</td>
<td>28/07/2006</td>
</tr>
<tr>
<td>Parkgate Lane, Brompton on Swale</td>
<td>Agricultural Building/ Stable</td>
<td>29/09/2005</td>
</tr>
<tr>
<td>Scorton Road, Brompton on Swale</td>
<td>Riding Arena</td>
<td>07/07/2006</td>
</tr>
</tbody>
</table>

4.5 Catterick Garrison Long Term Development Plan
The MOD published the Catterick Garrison Long Term Development Plan for consultation in early 2006. The main purpose of the plan is to provide a strategic vision for development over a 15 to 20 year period, for example 85% of the accommodation for single soldiers and 60% of the accommodation for families needs upgrading and modernisation. In order to meet the needs of the Army and public, the key recommendations within the plan are:
• “Plan for town of 25,000 over next 20 years or so
• Make provision for one full Mechanized Brigade and one Logistics Brigade together with some support and lodger units
• Plan for additional capacity for military expansion to be provided on Western Military Development Area (West of Plumer Road) and Southern Military Development Area (Loos Road / Somme Barracks area)
• Make provision for around 2,500 additional housing units comprising:
  • 1,500 for military families;
  • 1,000 to meet wider requirements of Richmondshire District and impacts of military growth (about 50 per annum);
• Expand town centre to provide greater range of shopping and leisure facilities – to include a new Sports and Leisure Centre;
• Ensure through planning agreements that appropriate levels of financial contributions are set aside for investment in community facilities, recreation and public transport;
• Safeguard and enhance important woodland, recreation and other open space areas for the benefit of the whole community;
• Retain buildings of local historic and architectural interest where alternative uses can be found and where they do not become a maintenance liability;
• Focus new development on Previously Developed Land; and,
• Invest in the town’s infrastructure in line with its growth”.

In terms of transport improvements the plan proposes:

• “External road improvements
  • A1 upgrade to Motorway standards
  • Dualing of A66
  • Rationalisation of junctions along A1
• Internal proposals
  • Junction improvements
  • Potential new road links
  • Improved pedestrian and cycle routes building upon Millennium Cycle network, including 15km of cycle routes linking Camp Centre to residential areas
  • New public transport hub in town centre”.  

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4.6 National Planning Policy Guidance

Both the strategy and the aforementioned documents are produced within the context of wider government policy relating to land-use planning. This is generally issued in the form of Planning Policy Guidance Notes (PPG's). PPG 13 relates specifically to transport and was revised in March 2001. It sets far reaching aims that include:

- To promote more sustainable transport choices for both people and for moving freight; and
- To promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling.

PPG13 states that well designed traffic management measures can contribute to planning objectives in a number of ways including:

- Reducing community severance, noise, local air pollution and traffic accidents;
- Promoting safe walking, cycling and public transport across the whole journey;
- Improving the attractiveness of urban areas and allowing efficient use of land;
- Helping to avoid or manage congestion pressures that might arise in central areas from locational policies;
- Resident parking schemes and other controls to avoid on-street parking in areas adjacent to developments with limited on-site parking; and
- Producing better and safer local road conditions in rural areas and reducing the impacts of traffic in sensitive locations, while facilitating the access that is important to maintaining a vibrant rural economy.

Where desirable, the strategy will also take account of PPG 7, which provides guidance on development in rural areas and PPG 15, which covers development in historic environments.

4.7 Traffic Management Strategy Objectives for Catterick and Catterick Garrison

The following objectives for the traffic management strategy were agreed by stakeholders at the first workshop. Public support for the objectives was tested using a sample survey of 10% of households and businesses. The level of support for each objective is also provided.

- To improve walking and cycling routes from residential areas to key services and from the villages to Catterick Garrison, including safer routes to schools (85% support);
- To improve the existing equestrian network where a road safety benefit can be generated for all road users (52% support);
• To improve bus waiting facilities including providing information, kerbs for level boarding and shelters at key stops (75% support);
• To improve existing junctions, including changes to priority, to improve safety for all road users, especially pedestrians (88% support);
• To improve traffic and pedestrian signing provision with the area, reducing the overall number of signs and street clutter (60% support);
• To reduce vehicle speeds within the area, including considering 20mph speed limits, for example, through Hipswell and through Catterick Village (60% support);
• To address illegal and inappropriate parking that causes road safety problems (90% support); and,
• To address the road safety and parking issues associated with the Sunday Market held at Catterick Racecourse (60% support).

The sample survey also highlighted a number of other issues including:

• The need for a safe cycle path between Richmond and The Garrison;
• The need for additional warning signs highlighting the potential presence of horses on Brough Lane;
• A perception that speed limits are ignored, particularly on Gatherley Road and on Hunton Road;
• The use of Haig Road as a cut-through;
• A perception that the use of mini-roundabouts is not well understood;
• That HCVs ignore the existing access only restrictions through Tunstall;
• That parked cars often obstruct the entire footway; and,
• That non-resident’s parking is becoming a problem in Brompton on Swale.

4.8 Finance and Implementation

**NYCC Traffic Management Priority System**

Identified problems and potential solutions to traffic issues in and around Catterick and Catterick Garrison are collated by the NYCC Area Improvement Manager who prepares a report to the NYCC Richmondshire Area Committee indicating priorities for action. The committee decides which issues are worthy of further investigation. The outstanding issues in the study area are:

• Forest Drive / Colburn lane - 20mph Speed Limit - At consultation.
• Scotton Bridge - Priority System - To be investigated as part of this study.
• Scotton - Waiting Restrictions - At consultation.
Programmed schemes with indicative levels of funding

The NYCC budget for capital expenditure on transport schemes is set annually by central Government with indicative allocations for future years. NYCC programmes schemes based on priority and the levels of this settlement. Programmed schemes in the study area that are of relevance to the Traffic Management Strategy, are:

- A6136 Brough Lane Right Turn Lane - £80k - Programmed 06/07;
- Colburn Estate Roads Traffic Calming - £90k - Not Programmed;
- Plumer Road Traffic Calming - £78k - Not Programmed;
- Scorton Crossroads Pedestrian Improvements - £40k - Not Programmed;
- Catterick Garrison Public Transport Infrastructure - £78k - Programmed 06/07; and
- Catterick to Colburn Public Transport Infrastructure - £65k - Not Programmed.
5 Developing the Traffic Management Strategy

5.1 Identification of Options

Based on the information provided in Sections 3 and 4 of this report, a number of practical measures for improving traffic management in the study area were identified with reference to the NYCC hierarchy of users. These comprised of:

**Short Term Complementary Measures**

- The introduction of dropped kerb crossings and tactile paving on key routes and at key pedestrian crossing points;
- The upgrading of bus stops to include some or all of: new poles, flags, timetable cases, shelters, and provision of raised kerbs for level boarding, where appropriate.
- The development of a School Travel Plan for Risedale School to address access and parking issues.

**Pedestrian Measures**

- The construction of new sections of footway on Hipswell Road East, Gough Road, Catterick Road, Horne Road and Hunton Road.
- Improvement to pedestrian access across the bridge in Scotton (Plate 9).
- The resurfacing of footways in Scotton and Brompton on Swale.
- The provision of new controlled pedestrian crossings near to the Health Centre on Catterick Road, in Hipswell Village and to the south of the roundabout at the junction of Richmond Road and Hipswell Road.
- Provision on uncontrolled crossings at key locations and pedestrian signing to key facilities.

**Cycling Measures**

- Extension of the Garrison cycle network to Richmond, Brompton on Swale, Catterick Village and Scotton.
- The provision of new off-road joint use pedestrian and cycle tracks along the western section of Gough Road and from the Medical Centre on Catterick Road to Brompton on Swale utilising the Iron Bridge across the River Swale.
- The provision of on-road cycle lanes on the eastern section of Gough Road, Hipswell Road in the vicinity of Gaza Barracks, Shute Road, Leeming Lane and Scotchton Road.
- A dedicated strip to facilitate pedestrian, cycle and equestrian use on James Lane (Plate 10).
- Closure of Plumer Road to through traffic to provide a traffic free route from the Garrison to the National Byway into Richmond.
Plate 9: Lack of pedestrian access across bridge on Bedale Road, Scotton

Plate 10: James Lane between Tunstall and Somme Barracks, Catterick Garrison
**Improving Road Safety**

- Hipswell Village Scheme – the introduction of traffic calming with a section of 20mph speed limit, footway and pedestrian crossing improvements.
- Catterick Bridge Scheme – improvements to the footway across Catterick Bridge, with the option to change the priorities at the junction after the A1 is upgraded to motorway standard.
- Catterick Village Scheme – 3 options:
  - Option A – narrowing of High Street with the continuation of cycle lanes through the village. Creation of a parking bay on the East side of Low Green, and narrowing of the junction with High Street whilst retaining two way traffic. Creation of parallel parking bays to the west of Little Green with an extended pedestrian area, and reorganisation of parking in front of the Angel Hotel;
  - Option B – narrowing of High Street through the creation of parking bays and bus stops. The parking layout on the west side of High Street would be similar to that described in Option A, with additional angled parking bays being provided outside the Post Office; and
  - Option C – based on recommendations of the Catterick Village Landscape Enhancement Appraisal developed for local organisation A1 Community Works Ltd. The pedestrian area along the west side of the High Street is extended to increase the separation between car parking and pedestrians, and reducing the dominance of vehicles within this area with the provision of additional defined crossing points.
- The introduction of traffic calming to reduce speeds on Leeming Lane within the existing 30mph limit.
- The introduction of traffic calming through Tunstall, based on a new assessment of traffic data, with Marne Barracks close to capacity.
- The introduction of additional warning signing and consideration of passing places on Brough Road.

**Public Transport Measures**

Implementation of the proposed improvements highlighted by the survey of the bus stops in the study area, including the provision of timetables and upgrading of shelters, in addition to level boarding platforms where physically possible.
Junction Improvements, including

- Widening the A6136 approaches to extend the right turn lanes and altering the signal phasing and timing at the junction at the junction of Horne Road / Byng Road and Catterick Road;
- Vehicle Activated Signs on the approaches to the junction with Bedale Road / Moor Road and Hawkswell Lane; and
- Extending right turn lanes and change signal timings at Scorton Crossroads to reduce congestion.
- Monitoring the performance of Camp Centre Roundabout to assess the impact of developments off Plumer Road.

Parking

- Need to work with the owners of the industrial estate on Gatherley Road to restrict the high levels of parking on the footway.
- Improved enforcement and monitoring of verge parking on Leeming Lane associated with race and market days at Catterick Racecourse.

5.2 Stakeholder Workshop

These measures were presented at a second stakeholder workshop on the 8th of September 2005, attended by 40 stakeholders and 10 NYCC officers. A full list of stakeholders and attendees is included at Appendix 2. Following the presentation the stakeholders were given the opportunity to discuss the measures in detail. Key elements of the discussion were:

Pedestrian and Cycling Measures

- It was noted that the eastern residential section of Tunstall Village requires a footpath, and that vehicle speeds in this location are perceived to be excessive;
- It was noted that the vehicle access to Tesco is outside of the control of the authority and therefore cannot be made one-way through the site;
- It was suggested that the proposed pedestrian crossing for Catterick Road could be a duplication of the existing puffin crossing located further east at Darlington College;
- It was stated that the footway along Hunton Road in Scotton should be widened and any footway improvements should incorporate an upgrade in street lighting;
- It was highlighted that if a separate footbridge in Scotton was built, it needs to be located in the most appropriate place for the safety of pedestrians;
- It was suggested that the pedestrian phase at the White Shops signalised junction does not allocate sufficient time for pedestrians to cross two arms of the junction as one pedestrian movement.
• It was acknowledged that the owner of the garage premises in Catterick Village is happy to accommodate the provision of a pedestrian crossing between the two entrances of his premises.

• It was asked whether a footway along High Green in Catterick Village could be considered.

• It was suggested that cycle lanes could be constructed along both sides of the carriageway on James Lane using the existing wide grass verges, this would be an alternative to demarcating a joint-use pedestrian-cycle strip along the carriageway.

• It was asked whether a footway could be constructed between Tunstall and Catterick Village. The NYCC Area Traffic Manager responded that the scheme had been costed at £120,000 and that it would be difficult to justify based on need compared to those required in urban areas.

• It was enquired whether the existing bridleway between Brough Park and Walkerville (Colburn) could be upgraded to be used as a cycle route.

• Concern was expressed that if the grass verge between Catterick Bridge and Catterick were converted to a cycle path would it simply be used as a parking bay.

• It was asked whether the route from Brompton-on-Swale to the caravan park under the A1 be formalised as a pedestrian route. The Highways Agency representative stated that this was not considered as part of the design for the A1 because it is not a Public Right of Way.

**Improving Road Safety**

• Catterick Bridge Scheme - It was noted that the Bridge is a route for tank transporters and that these would need to be accommodated in the scheme if it progresses before the upgrading of the A1.

• Catterick Village Scheme – 3 options: It was reported that the owner of the garage in Catterick Village would be happy to accommodate the proposed pedestrian crossing to the north of the village centre between his two entrances. It was asked whether 2 hour short stay parking could be introduced and whether the bays in Option C could be angled.

• Tunstall Village Scheme – It was suggested that the 7.5 tonne weight limit placed on the bridge along the northern section of Brough Lane was resulting in an increasing number of equestrian transporters diverting through Tunstall Village. North Yorkshire Police asked whether alternatives to chicanes had been considered as they do not favour these features based on the experience with those which have been introduced on Hipswell Road. The purpose of reassessing the traffic data was also questioned.
Public Transport Measures

- It was suggested that the upgrading of bus stops start with those along the main routes before moving into the residential estates.
- The lack of a bus stop on Catterick Road in the vicinity of Darlington College was noted.
- It was suggested that additional bus stops be provided in Colburn, and that a crossing point was needed to access the existing stop in the vicinity of the petrol station.

Junction Improvements, including

- It was noted that queuing along Byng Road during the morning and evening peak hours at the White Shops junction is created by through traffic using the Hipswell residential route as a short-cut to avoid the Camp Centre roundabout.
- Visibility problems caused by the toilet block in the vicinity of the White Shops car park were also noted.
- It was asked whether the mini-roundabouts on the A6136 could be modified because most vehicles are over-running the features rather than attempting to steer around them. The NYCC Area Traffic Manager stated that they have been effective in reducing both vehicle speeds and the number of accidents on the A6136, that their performance should improve as the adjacent residential areas are developed and that there were no proposals to alter or remove the mini-roundabouts.
- It was asked whether the junction of Station Road and Bridge Road in Brompton-on-Swale could be altered to improve egress from Bridge Road.
- Improved pedestrian facilities were requested if the Scorton Crossroad junction is to be upgraded.

Parking

- Parking on footways was noted as a concern, as was the parking capacity available within some older estates designed before widespread car ownership.

5.3 Strategy Options in Detail

The comments provided in the stakeholder workshop were used to refine the measures and options into a package suitable for public consultation. These were described on a set of seven posters (Figure 4 – Figure 10).
Welcome to the Exhibition

This exhibition provides you with an opportunity to consider the suggested traffic and transport related improvements that could be incorporated within the Traffic Management Strategy. Employees of both North Yorkshire County Council and Mouchel Parkman are present to discuss the suggested improvements, and your views, and any ideas that you think should be included in the strategy. You should also complete the Consultation Questionnaire to ensure that your views are considered with those of the whole community.

This strategy is being developed to provide long lasting improvements for all road users whilst helping the local economy and enhancing the environment in Catterick Village, Catterick Garrison, Brompton-on-Swale, Colburn, Scotton and Tunstall. The suggestions being presented at this exhibition are the result of extensive work with local organisations and also take into account the views expressed in a survey of 10% of households and businesses within the area. Detailed analysis has also been undertaken of the way that the Catterick area functions, including pedestrian and cycle movements; access requirements; traffic flows; vehicle speeds; accidents resulting in personal injury; parking and loading; and, the operation of the road network.

Following the completion of the area wide consultation, we will start to concentrate on the detailed analysis of the responses, both in terms of levels of support and the detail within the comments provided. We will then finalise the content of the strategy and report the results with recommendations to the County Council's Richmondshire Area Committee before it is adopted as County Council policy. This will be followed by several years of implementing schemes on the ground, turning schemes into physical reality. The County Council is currently planning to invest £100,000 per year towards implementing the strategy and will also be seeking funding from other organisations.
Pedestrian Improvements

Dropped kerbs and tactile paving will be provided across side roads and at crossing points to assist those with sensory and mobility impairments, include:

- In Scotton village; resurfacing the footway on Bedale Road between Meanee Road and Mallard Road; introducing priority working across the bridge to allow the creation of a footway with the potential to provide a link to Hunton Road; improving facilities at the Hunton Road / Bedale Road junction; and, providing a continuous footway along Hunton Road from Oaktree Avenue.
- Within Brompton-on-Swale; providing new sections of footway along Station Road and across Catterick Bridge; providing crossing points within the village centre and on Gatherley Road; improving the condition of footways; and creating a new joint-use track across the Metal Bridge.
- In Catterick Village: in addition to the village centre scheme we are suggesting an uncontrolled crossing point on Leeming Lane to the south side of Town Bridge, providing dropped kerbs and tactile paving across side road junctions and improving footway surfacing throughout the village.
- Within Hipswell village and the Garrison: new sections of footway are suggested at several locations to provide continuous routes along Catterick Road, Gough Road and within Hipswell village centre, and a provide a connecting link along Colburn Lane between Catterick Road and Cravendale Road. Controlled crossings are suggested on Catterick Road at the Hipswell Road junction and in Hipswell village centre.
- Within Colburn: there is a currently a comprehensive network of pedestrian routes, but a number of improvements could be made to improve internal routes and improving access to health care and public transport, including providing a new section of footway to the south side of the A6136, modifying the tactile guides at the existing puffin crossing for those with sensory impairments providing dropped kerbs along key internal routes, and improving footway surfaces throughout the area.
Cycling Improvements

We are suggesting extensions to the existing Garrison cycle network to Brompton-on-Swale, Catterick Village, Richmond, Scotton, and Tunstall.

- The extension of the existing network from Colburn to Brompton-on-Swale would be off-road, using parts of the former railway alignment, widening and constructing new footways, and Metal Bridge. The bridge would need to be upgraded for use by pedestrians, cyclists and equestrians and the County Council would seek additional sources of funding to achieve this substantial project.

- The creation of a safe cycling route between Catterick Garrison and Richmond has been sought for many years. The A6136 Richmond Road cannot be safely upgraded for this purpose, particularly in the vicinity of Longwood bank. The only realistic way to provide a route is using Plumer Road to connect to the National Byway at Holly Hill. Although Plumer Road is used less by motor vehicles, safety is still a concern. We are therefore suggesting the closure of Plumer Road to motorised traffic, although access would be retained for the emergency services.

- There is also a desire to provide a link to Tunstall, which can be achieved by reallocating road space on James Lane, marking a wide strip along the western side of the road to create an area for use by pedestrians, cyclists and equestrians. The centre line would also be moved to retain two-way traffic flow.

- We are also suggesting the provision of on-road cycle lanes along the eastern section of Gough Road, on Hipswell Road in the vicinity of Gaza Barracks, on Shute Road linking to the track to Hipswell, on Loos Road to link Scotton Road and Horne Road, on Leeming Lane between Catterick Bridge and Catterick Village, and on Scotton Road and Hunton Road to serve Scotton.

- Signed routes would be provided on Church Road and Le Cateau Road providing access to the primary school, and via Wavell Road linking Hipswell Road West with the Jutland recreation area.
Road Safety Improvements

In the last three years, 253 people were injured in Road Traffic Accidents within the Catterick and Catterick Garrison area. Many of these accidents resulted from inappropriate vehicle speeds, the rural character of the roads and a lack of driver awareness.

Loss of control accidents are prevalent within the area, including on the B6271 east of Richmond; on the A6136 at Longwood Bank, on Range Road and on Leyburn Road, Gatherley Road, and on the ‘Tank Road’ near Halfpenny House and Dykes House, and require signing, lining and lighting improvements. On Haig Road and through Tunstall we are increasing adherence to existing speed limits through the possible use of traffic calming measures. Schemes are being progressed separately from this strategy to extend the 30mph speed limit from Catterick Village to the west of the A1 Bridge on Tunstall Road, and to introduce a 20mph speed limit along Colburn Lane in the vicinity of Colburn Primary School.

Poor visibility contributes to many accidents at the junction of Bedale Road, Moor Road and Hawkswell Lane, requiring the introduction of Vehicle Activated Signs to increase driver awareness of these side roads and their speed. Reduced visibility and failure to give-way is also a concern at the junctions of Vicarage Road and Catterick Road, and Bedale Road and Hunton Road, requiring improved warning signing. We are also seeking to improve safety along Brough Lane and at its junction with the A6136, through improved signing and the construction of passing places.

Across the wider area we are suggesting changes to parking restrictions to address local safety problems. Following recent improvements in the vicinity of Arathorne Crossroads and Church Road these junctions will continue to be monitored.
Hipswell Village and White Shops

Congestion occurs during peak periods at the junction of the A6136 Caterick Road with Horne Road and Byng Road. As a result, traffic queues back across other junctions and drivers then cut through Hipswell, and through Tunstall to the A1, in order to avoid these queues. The most effective solution to reducing the queues is to extend the right turn lanes on the A6136 approaches with changes to the signal phasing and timing. Existing pedestrian and cycle facilities will be retained and minor changes to the existing bollards would assist in improving access for those with sensory and mobility impairments.

Hipswell village is an expanding residential area and contains a main secondary education centre in addition to primary school, infant and community facilities. Hipswell Road and Byng Road are used by drivers attempting to avoid congestion on the A6136 at Camp Centre Roundabout and at White Shops. In addition to improving these junctions, we are suggesting a comprehensive scheme to improve pedestrian access, road safety, and reduce the volume of traffic short-cutting through Hipswell Village.

Key features of this scheme include: reducing vehicle speeds on the approach to the sharp right-hand bend at the Military Cemetery through the introduction of a Vehicle Activated Sign; introducing a 20mph speed limit in the village centre with speed cushions to physically restrict vehicle speed to 20mph; constructing additional sections of footway to enable continuous access along the eastern side of the road with Zebra controlled crossings located in the vicinity of the church and tennis courts to improve crossing access, and improving access to, and the infrastructure of, the village bus stop.

We would work closely with local people and organisations to develop a scheme that provides maximum benefit for all, including working with the schools to implement school travel plans to address parking issues and potentially introduce limited parking restrictions with residents exemptions.
Catterick Village and Catterick Bridge

We are suggesting three options for improving the centre of Catterick Village, related to the current and future levels of use of the A6136, and safety for all road users. Common to all of the options are: the introduction of cycle lanes and speed reduction on the approaches to the village; traffic calming to the south on Leeming Lane; improvements to pedestrian facilities on High Street and Low Green near to the Angel Hotel; narrowing the road to reduce driver perception of open space; one-way traffic flow and changes to the parking layout on Little Green; and, the creation of a 10m zone on High Green. A 20mph zone could also be introduced with any of the options, and the preferred scheme would be developed with local people and involve the use of materials to enhance the conservation area.

- **Option A** - Provides cycle lanes through the centre of the village, and formalises parking on Low Green, to the West of Little Green, and in front of the Angel Hotel. A continuous pedestrian route would be created on Low Green and additional pedestrian space provided on High Street.

- **Option B** - Is similar to Option A, but achieves the desired outcome by creating parking bays and improving bus stops. Additional angled parking bays are proposed outside the Post Office.

- **Option C** - Is based on the recommendations of the Catterick Village Landscape Enhancement Appraisal developed for A1 Community Works Ltd. Separation between car parking and pedestrians is increased and defined crossing points are provided, reducing parking and the dominance of vehicles within the area.

Safety at Catterick Bridge is reduced because of substandard footways and poor visibility over the bridge. To make immediate improvements we are suggesting widening the footway across the bridge to a minimum width of 1.2m, and introducing a 30mph speed limit and a Vehicle Activated Sign on the north side of the bridge. To improve safety for all road users on Sundays and race days, we are suggesting the introduction of controlled pedestrian crossings between the car parks and racecourse.
Other Issues

Bus Stops - North Yorkshire County Council has been working closely with the Ministry of Defence in developing a programme of bus stop improvements, including the provision of timetables and upgrading of shelters, within the Garrison. Through this strategy we are suggesting that these improvements are implemented across the wider area, and that where physically possible, level boarding platforms are provided so that access is improved as low floor buses are introduced onto routes.

Equestrian Routes - The equestrian route network within Catterick is fragmented with a lack of connectivity between routes reducing access for equestrians and to local equestrian facilities. Through the County Council’s Right of Way Improvement Plan and working with local, BHS, and MOD equestrian representatives within this strategy, a network of connected routes can be developed through: improving the accessibility and maintenance of existing routes; creating linkage to provide connection between existing routes; creating new routes; providing equestrian crossing points; and reducing vehicle speed and increasing drivers’ awareness of equestrians.

Tunstall Village - In Tunstall we are keen to improve the local environment for the village and will continue to monitor traffic levels and vehicle speeds to obtain an accurate account of traffic volume and speed through the village. Using this information we shall work closely with local residents and the police to develop a scheme appropriate to the village which may include traffic calming measures.

A1 Upgrade - In the Catterick area, 54,000 vehicles use the A1 every day. It has a poor safety record and congestion is common. The Highways Agency is planning to upgrade a 24 mile section between 2008 and 2011 retaining a single junction to serve the Catterick area.
5.4 Public Consultation
The measures and options described within Figures 4 - 10 were also presented in a leaflet distributed to 62 stakeholders and statutory consultees and 6,039 civilian postal addresses (households and businesses) within the study area, during the week ending 25th November. Leaflets were also delivered to MoD personnel in Catterick Garrison. The leaflet was accompanied by a questionnaire, and both are included in this report in Appendix 8.

Exhibitions were held in Catterick Village on the 2nd and 3rd of December (in Booth Hall) and in the Garrison on the 9th and 10th of December at the Darlington College Building. Staff from both Mouchel Parkman and NYCC manned these exhibitions.

5.5 Summary of Consultation Responses

- 93% of respondents supported the proposed pedestrian plan improvements including the provision of crossing facilities, dropped kerbs, tactile paving, and footway improvements. 5% did not support the pedestrian plan and 2% did not offer an opinion.

- 86% of respondents supported the proposed cycle plan improvements including the development of an integrated network of cycle routes and provision of additional secure cycle parking. 11% did not support the cycle plan and 3% did not offer an opinion.

- 56% of respondents supported the closure of Plumer Road in order to provide a quiet route between Catterick and Richmond for cyclists. 37% did not support the proposed closure and 7% did not offer an opinion.

- 75% of respondents supported the suggested Equestrian improvements, including changes to signing, route access and crossing facilities. 18% did not support the equestrian improvements and 7% did not offer an opinion.

- 87% of respondents supported the provision of passing places on Brough Lane. 8% did not support the provision of passing places and 5% did not offer an opinion.

- 90% of respondents supported the proposal to improve existing bus stop facilities. 6% did not support the improvement of bus stops and 4% did not offer an opinion.

- 90% of respondents supported the proposed additional safety related signing, lining and lighting improvements, to increase drivers’ awareness of hazards and the existing 30mph speed limits. 7% did not support the proposals to raise drivers’ awareness and 3% did not offer an opinion.

- 84% of respondents supported the proposal to reduce the speed limit to 30mph at the Catterick Bridge junction. 13% did not support the proposed 30mph limit and 3% did not offer an opinion.
• 63% of respondents supported the proposal to reduce the speed limit to 40mph along the A6136 Leeming Lane between the Racecourse and Catterick Village. 34% did not support the proposed 40mph limit and 3% did not offer an opinion.

• 67% of respondents supported the proposal to introduce a 20mph speed limit with traffic calming for the central area of Catterick Village. 29% did not support the introduction of a 20mph speed limit and 4% did not offer an opinion.

• 69% of respondents supported the proposed introduction of a 20mph speed limit with traffic calming measures for Hipswell Village. 24% did not support the introduction of a 20mph speed limit and 7% did not offer an opinion.

• 73% of respondents supported the creation of a Home Zone for High Green in Catterick Village. 17% did not support the proposed Home Zone and 10% did not offer an opinion.

• 74% of respondents supported the proposed changes to Catterick Village centre. 2% did not support the changes to Catterick Village Centre and 18% did not register an opinion. Of the 818 respondents (74%) who stated support for the proposed changes:
  • 302 respondents (37%) supported Option A;
  • 286 respondents (35%) supported Option B;
  • 203 respondents (25%) supported Option C; and,
  • 27 respondents (3%) supported Option Other (which they then detailed in the comments section of the questionnaire).

• 84% of respondents supported the proposals to increase driver awareness at the Bedale Road junctions with Hunton Road, Hawkswell Lane and Moor Lane. 6% did not support the proposals and 10% did not offer an opinion.

• 87% of respondents supported the proposals to extend the right turn lanes at the traffic signal junctions of the A6136 with Byng Road and Horne Road (White Shops) and the B6271 (Scorton Crossroads). 6% did not support improvement of these junctions and 7% did not offer an opinion.

• 85% of respondents supported altering or introducing parking restrictions to address local safety problems including restricting parking on the verges of Leeming Lane in the vicinity of the Racecourse. 11% did not support the proposed parking restrictions and 4% did not offer an opinion.

Additional Detailed Comments and Stakeholder Responses

A number of additional detailed comments were received. These are summarised in the committee report (Appendix 9).
6 The Catterick and Catterick Garrison Integrated Transport Strategy

6.1 Adoption of the Strategy
The consultation results were reported to the North Yorkshire County Council Richmondshire Area Committee on 3rd April 2006. The members of the committee were asked to support the following proposals:

- Dropped kerb crossings;
- Bus stop improvements;
- Pedestrian plan improvements including the provision of crossing facilities and footway improvements;
- Cycle plan improvements including the development of an integrated network of cycle routes and provision of additional secure cycle parking;
- Equestrian improvements including changes to signing, route access and crossing facilities;
- Provision of passing places on Brough Lane;
- Additional safety related signing, lining and lighting improvements, to increase drivers’ awareness of hazards and the existing 30mph speed limits;
- Reducing the speed limit to 30mph at Catterick Bridge junction;
- Creation of a home zone for High Green in Catterick Village;
- Changes to Catterick Village centre, to improve safety and access for all road users based on Option A and Option B as proposed through the consultation.
- Increasing driver awareness at the Bedale Road junctions with Hunton Road, Hawkswell Lane and Moor Lane;
- Extending the right turn lanes at the traffic signal junctions of the A6136 with Byng Road and Horne Road (White Shops) and the B6271 (Scorton Crossroads);
- Altering or introducing parking restrictions to address local safety problems including restricting parking on the verges of Leeming Lane in the vicinity of the Racecourse;
- Closing Plumer Road in order to provide a quiet route between Catterick and Richmond for cyclists;
- Reducing the speed limit to 40mph along the A6136 Leeming Lane between the Racecourse and Catterick Village;
- Introducing a 20mph speed limit with traffic calming measures for the central area of Catterick Village;
- Introducing a 20mph speed limit with traffic calming measures for Hipswell Village;
- A full review and rationalisation of traffic and pedestrian signing, and traffic regulation orders;
- Inclusion of a traffic calming scheme for Tunstall Village with work commencing in the 2006/07 financial year; and,
- Further assessment and where appropriate, additional investigation of requests and suggestions put forward through the consultation process
- The members resolved:
  - That the intention to proceed with the detailed design and implementation of the short term measures referred to in paragraph 4.2 of the report, together with commencement of the review and rationalisation of traffic and pedestrian signing and traffic regulation orders, and the proposal to monitor traffic speeds and volumes in Tunstall and to develop a traffic calming scheme for the village, referred to in paragraph 6.4 of this report, in the 2006/07 financial year be noted.
  - That the Corporate Director - Business and Environmental Services be informed that a Traffic Management Strategy for Catterick and Catterick Garrison, which includes the proposals in paragraphs 4.2, 4.3, 4.4, 6.3 and 6.4 of the report, be approved.
  - The Corporate Director of Business and Environmental Services be informed that it is the Committee's view that the scheme for Catterick Village centre, to improve safety and access for all road users, should be developed based on Options A and B in consultation with the Parish Council, local residents and businesses, North Yorkshire Police and other statutory consultees.
  - That the other issues and requests raised by respondents and included in Appendices 2 and 3 to the report be noted. That these issues and requests be further assessed and, where appropriate, additional investigations be undertaken to determine whether they should be taken forward, as part of the implementation of the strategy in consultation with the Area Committee.
  - That the petition / questionnaire received from residents of Vicarage Road and adjoining streets be noted. That the residents' concerns relating to traffic matters at and near to the junction of Vicarage Road and Catterick Road be investigated and a report be presented to a future meeting for Members’ consideration. That measures identified in the report should be taken forward as part of the implementation of the strategy in consultation with the Area Committee.
  - That a report be presented to the next meeting setting out, for Members’ approval, an implementation phasing plan for the delivery of the various schemes to be included in the Traffic Management Strategy for Catterick and Catterick Garrison.
  - That traffic management measures be drawn up as a matter of urgency to address problems in Tunstall and that Police enforcement be requested.
The main text of the committee report and minutes of the meeting are included as Appendix 9. The strategy is currently awaiting adoption by the Corporate Director of Business and Environmental Services.

### 6.2 Implementation of the Strategy

A phasing programme has been devised to implement the Catterick and Catterick Garrison Traffic Management Strategy. This is summarised in Table 11 and sets out the main measures and options, the timescale for implementation and the current estimated cost of the project. North Yorkshire County Council’s Richmondshire Area Committee has agreed the programme, and an officer group has been established to oversee the implementation of the strategy.

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Prioritisation System Score</th>
<th>Estimated Cost (£k)</th>
<th>2005/06 (£k)</th>
<th>2006/07 (£k)</th>
<th>2007/08 (£k)</th>
<th>Reserve List (£k)</th>
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Table 10: Catterick and Catterick Garrison Traffic Management Strategy Implementation Phasing Plan
Appendix 1 - Consultant’s Brief
TRAFFIC MANAGEMENT STRATEGIES FOR MARKET TOWNS
CONSULTANTS BRIEF

Introduction
North Yorkshire County Council (The Client) has made provision in the current financial year for a study of traffic management in market towns within the county.

The study will:
- critically examine the existing traffic management arrangements
- identify traffic related problems
- develop of a number of solutions
  - with an emphasis on the introduction of higher levels of sustainable transportation
  - designed to bring the conditions in the town centre area up to a level which is, as far as practicable, in line with the best of current practice
  - which should remain suitable for a period of 10 years
- expose the solutions, packaged as options, to public consultation
- formulate a preferred strategy.

The study process will include reporting to the Clients fixed cycle of committees and for this reason a closely defined timetable will be produced and monitored on a regular basis.

Overview and Monitoring
The study will be funded on a reimbursable cost basis. The consultant is required agree a target cost with client, in order to facilitate monitoring of expenditure. The consultant is further required to develop a cost plan divided into the eight main stages of the study. These are set out in the table below with an indication of the percentage of the total fee that the Client feels appropriate for each stage. Although it is not possible to define an exact timetable for each study because of differing area committee dates, indicative times from the ‘Start Point’ are also shown.

The Consultant will be required to provide the following information, not later than the first Wednesday of each month, for monitoring purposes.
- An appraisal of the progress of the work measured against the plan together with a statement of how the agreed timetable will be recovered if slippage is reported.
- A statement of expenditure to date (the date at which the measurement took place) and a statement as to the expected out turn expenditure at the completion of the task.
- Any predicted over expenditure will be treated as a claim for extra payment for work that could not reasonably have been foreseen at the time of tender. The reasons for this extra must accompany the progress report

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<tr>
<th>Stage</th>
<th>Description</th>
<th>Percentage of fee</th>
<th>Indicative time for each stage</th>
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<tr>
<td>1</td>
<td>Timetable and Reporting (meetings 1 &amp; 2)</td>
<td>12</td>
<td>5 weeks</td>
</tr>
<tr>
<td>2</td>
<td>The Existing Situation</td>
<td>4</td>
<td>3 weeks</td>
</tr>
<tr>
<td>3</td>
<td>Overall Objectives, Guidelines and Constraints</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>A Critical Appraisal (workshop 1 and sample survey)</td>
<td>13</td>
<td>7 weeks</td>
</tr>
<tr>
<td>5</td>
<td>Specific Aims and Objectives</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Identification of Measures and Strategy Options (workshop 2)</td>
<td>21</td>
<td>9 weeks</td>
</tr>
<tr>
<td>7</td>
<td>Public Consultation</td>
<td>26</td>
<td>11 weeks</td>
</tr>
<tr>
<td>8</td>
<td>The preferred scheme</td>
<td>19</td>
<td>8 weeks</td>
</tr>
</tbody>
</table>
The Brief in Detail

Preamble
The following Stages 1 to 8 are to be read in conjunction with 'Traffic Management Strategies for Town Centres: Key Events and Reporting', provided at Appendix A

- The Client will nominate a representative called The Lead Officer who will be responsible for the development of the Traffic Management Strategy for each town.
- The Consultant will nominate a Partner or Associate and a Project Manager. The former having overall responsibility, the latter dealing with the day to day management of the project.

Stage 1: Timetable and reporting
The Client will arrange two meetings.

The first meeting will include the Chairman of the Clients Area Committee, appropriate local councillors and an officer sub group. The purpose of the meeting will be as follows:

- Define the boundary of the study area
- Identify key partners and consultees who will be involved in a variety of capacities during the study
- Explain the reporting system, which will be influenced by the dates of the Council's area committee meetings.
- Outline the key activities and events including the fixed committee reporting dates, which are to form the framework for the study timetable together with an indication of the level detail required.
- Explain the assistance and services, which are to be provided by the Client together with those aspects of the study, which the Client will fund directly.
- Provide an opportunity for the Consultant to identify any methods of working or work content not included in the brief and which are likely to lead to increased efficiency.
- An initial identification of problems and issues and discussion of the current status of any outstanding matters being dealt with through the Clients ‘Traffic Management Priority System’ and any schemes currently on the Clients ‘Reserve List’.

The second meeting will include the Clients Officers and the Officers of the District Council. The purpose of the meeting will be to:

- Discuss methods of consultation and communication
- Consider local planning matters and car parking.

Stage 2: The Existing Situation
Ordnance Survey base mapping and associated datasets will be provided by the Client for use within each specific study. The Consultant will be expected to produce any additional layers for use within the subsequent process of consultation and design. Additional layers will highlight: main transport generators; pedestrian facilities; bus stops and/or rail stations; off-street car parks; on-street parking; major junctions and other similar features. It will also be necessary for the Consultant to identify any significant constraints including but not limited to: traffic orders; physical restraints and significant land use developments likely to materialise within the period of 10 years.

The Client will provide all available data relating to vehicular counts, pedestrian counts and speed surveys undertaken within the previous five-year period, and accident records for a three-year period. This will be supplemented by local knowledge from both the Client and Consultant. The Consultant will appraise this information and inform the Client of any additional data requirements that may be needed to test the feasibility of measures or support strategy options developed within the study. The client will consider if it is necessary to obtain this additional data and either make arrangements for its collection or award an extra payment within the contract.
The existing situation will be detailed within 'The Report' under headings such as:

- Main vehicular flows
- Main pedestrian flows
- Occupancy and turnover of short stay and long stay car parks
- Excessive traffic speed
- Abnormal incidence of personal injury accidents

**Stage 3: Overall Objectives, Guidelines and Constraints**

The Consultant will be required to identify and summarise the main policies, guidelines and constraints that will influence the development of the alternative strategies for future transportation arrangements. In addition to including town centre developments which are funded from external sources, the client and consultant will work in partnership to identify opportunities to attract other forms of inward investment into the Town. Particular reference is made to the following.

- North Yorkshire County Council Local Transport Plan 2001/2006
- The relevant Local Plans of:
  a) The District Council
  b) The National Park where appropriate
- Regional Planning Guidance
- Government Planning Policy Guidance, in particular PPG 13 Transport
- The likely budgets available for capital and revenue expenditure in the short term and for the subsequent five years.

The Consultant will be guided by the Clients implicit objectives which, in priority order seek to improve conditions for pedestrians, cyclists, public transport users and vehicle drivers, all with particular regard to meeting the Clients road safety objectives and targets.

**Stage 4: A Critical Appraisal**

This will be undertaken through a two-stage process.

- Firstly, a workshop involving the key partners (as identified in Stage 1). The outcome of the workshop will be released in a press release agreed by the Client and Consultant, and a summary of the workshop proceedings will be sent to stakeholders.
- Secondly, a survey involving the local community, the format of which will be agreed with the client.

The main aim of the appraisal will be to identify the current problems and issues within the study area (defined in Stage 1), augmented by the technical appraisal and analysis (carried out in Stage 2).

The appraisal will be detailed within 'The Report' under headings such as:

- Pedestrian problems and needs.
- Cycling and cycle facilities.
- Public transport including rail (if appropriate), buses and taxis.
- Servicing
- Vehicular traffic -congestion/parking/demand management.
- The current management arrangements for car parking. (Including the balance between long stay and short stay parking provision, turnover of spaces and charging policy)
- Residents parking
- Mobility/Disabled access considerations.
- Safety problems and vehicle speed issues.
- Environmental concerns including identification of locations/sites likely to benefit from either school or Green Travel Plans.
- Land use allocations in District Local Plan so as to identify any future major traffic generators.
Stage 5: Specific Aims and Objectives
The Consultant will produce a statement specific to each study focused on what is achievable within the scope of the resources available to best meet the needs of the local community. Reference will be made to proposals which have been identified by the workshop but which would be impracticable owing to budget limitations.

This statement will consist of:
- The aims and policy goals of the future traffic management strategy
- Outline objectives specific to meeting the ongoing needs of the town
- The process required to identify transportation measures and options for the town

Stage 6: Identification of Measures and Strategy Options
The Consultant will be required to produce a number of traffic management options together with outline costs, which meet as closely as possible the aims and objectives identified (stated in Stage 5). It is expected that these will span the range between a minimum of change to the existing situation through to the maximum practicable within the expected lifespan of the project and with the resources available. A normal range would be three options, although, more or less, may be acceptable. The exact range will be agreed between the Client and Consultant for each individual study.

- The strategy options are to be produced as sketch drawings at an appropriate scale. Additional detailed representation may be required for specific measures if this is necessary to either 'prove the concept' or allow the Client or local community to make a decision regarding the measure.
- Improvements which are common to all strategy options and which do not require a long lead-time must be identified on a separate plan. This will enable the Client to make an early start on the implementation of the work.
- The amount of text required would be at a minimal level, although the various elements will be listed on each drawing to enable the components to be easily re-assembled so as to produce different sub options if required.

The Consultant will make arrangements for the aims and objectives, and strategy options to be considered by members prior to a second workshop involving the key partners (identified in Stage 1, with additions as necessary).

- The Council's officers will introduce and chair the workshop and will interpret the result of the meeting to the extent that the options for public consultation will be identified.
- The Consultant will provide a presentation of the strategy option to a high standard in line with current techniques.

In addition, the Consultant will provide stand-alone Pedestrian Action and Local Cycling Plans in accordance with the Clients guidelines.

The Consultant shall also identify potential sources of third party funding.

Stage 7: Public Consultation
The views of the public will be obtained by means of an exhibition, a colour leaflet and a pre-paid postal questionnaire. A press release will introduce a period of public consultation appropriate to the study but not exceeding four weeks.

The Client will approve a timetable of dates for the development of the public consultation process, which should be submitted by the Consultant at the earliest practicable date. The Consultant will also design the leaflet and questionnaire, and arrange for the holding of the exhibition. The Client will oversee the design and arrangement.

The leaflet and questionnaire will be distributed to a large proportion of the population within the study area and in some cases it may be delivered to all households. The public exhibition will also represent an important outlet for leaflet distribution and further copies will be placed in prominent locations, for example public buildings and main service facilities.
The Consultant will code the responses electronically any provide appropriate statistical and spatial analysis as determined by support indicated within the responses. The analysis will be reported to the Client.

**Stage 8: The Preferred scheme**
The Consultant, in consultation with the Client, will draw up a preferred strategy based upon the results of the public consultation process.

The Consultant will produce a final draft report, suitable for consideration by the Clients Area Committee. This will be provided in both electronic format and as hard copy for internal use. The Consultant will, if required, attend the Client Area Committee.

Following a decision by the Client’s Area Committee, the Consultant will make any necessary amendments and produce the Traffic Management Strategy for the particular town, consistent with the framework attached as Appendix C. This will also include an outline programme for implementation, including costs, for the preferred strategy.

The Consultant will also prepare a Pedestrian Action Plan and Cycling Strategy for each town, in accordance with the NYCC guidelines for preparation of these documents. These stand alone documents are also to be included in the Appendixes to the Traffic management Strategy final report.
## TRAFFIC MANAGEMENT STRATEGIES FOR MEDIUM SIZED TOWNS

### Key Events and Reporting

**Note on reporting:**

- **Informal** means oral approval by the appropriate client representative as nominated by the lead officer.
- **Formal** means written approval in the form of minutes of a meeting or by letter.

(In the case of the final report identified in Stage 8, only written approval by the lead officer will suffice.)

<table>
<thead>
<tr>
<th>Stage</th>
<th>Key Event</th>
<th>Actions by Consultant</th>
<th>Reporting</th>
<th>Information, services and facilities provided by client</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 (Timetable)</td>
<td>Initial meeting to identify key partners</td>
<td>Prepare list of partners/key stakeholders for future consultation</td>
<td>Informal</td>
<td>Arrange and facilitate a meeting with County staff</td>
</tr>
<tr>
<td></td>
<td>Complete action plan</td>
<td>Total work programme based on key events</td>
<td>Informal</td>
<td>Provide committee reporting dates and a sample programme</td>
</tr>
<tr>
<td></td>
<td>Public consultation format and timetable</td>
<td>Report to determine scope content and cost of consultation</td>
<td>Informal</td>
<td>Provide guidelines and examples of past experience. Client will give a high priority to assisting the Consultant who is expected to undertake the preplanning aspects of this complex exercise at the earliest possible date</td>
</tr>
<tr>
<td></td>
<td>Commence survey</td>
<td></td>
<td></td>
<td>Provide access to departmental records</td>
</tr>
<tr>
<td>2 (Existing Situation)</td>
<td>Progress meeting 1</td>
<td>Meetings programmed to facilitate a review of content and progress.</td>
<td>Informal</td>
<td>Provide guidance regarding requirements</td>
</tr>
<tr>
<td></td>
<td>Progress meeting 2</td>
<td></td>
<td></td>
<td>Lead officer comments on final draft</td>
</tr>
<tr>
<td></td>
<td>Complete report</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| 3 (Objectives, Guidelines, Constraints) | Completion | | Formal | Provide copies of:
| | Survey involving the community | Consultant to undertake survey of local community in order to identify local problems and issues | Informal | Client observes progress and provides guidance if required |
| | Presentation for Workshop 1 | Presentation to Clients representative of visual display material and agenda for Workshop 1 | Informal | Lead Officer approves |
|         | Workshop 1 | Arrive, arrange and present report | | Introduce and interpret the result of Workshop 1 |
|         | Report on the findings of workshop 1 | Copy to nominated officers | Formal | |
| 4 (Critical Appraisal) | Complete Report | Produce clear aims and objectives for the Study Town | Formal | Give guidance in the development of the report |
|         | Develop practicable options | Arrange meeting with nominated officers | Formal | Guidance in refinement of options |
|         | Ratify report for workshop 2 | Arrange meeting with nominated officers | Formal | Lead officer approves report to workshop 2 |
|         | Workshop 2 | Arrange and present report | | Introduce and interpret the meeting and identify options for public consultation |
|         | Ratification of proposals for public consultation | Arrange meeting to finalise costs, feasibility, media publicity, leaflet, questionnaire, exhibition and analysis previously approved | Formal | Provide statement of NYCC responsibilities and costs which it will bear for the exercise |
|         | Complete report for public consultation | Produce and deliver to client’s office an appropriate number of reports to a specified format on a specific date | Formal | Distribute report to committee members |
|         | Area Committee meeting | | | Obtain approval to proposals for public consultation by NYCC Area Committee |
| 5 (Specific Aims) | Public consultation commences | | | Client observes progress and provides guidance if required |
|         | Public exhibition | Carry out consultation process to agreed format | | |
|         | Public consultation ends | | | |
|         | Returns analysed | | | |
| 6 (Identify Options) | Preferred option identified | Consultant develops preferred scheme based upon results of public consultation in close consultation with client | Formal | Guidance provided |
|         | First draft final report | Copy to nominated officers | Formal | Lead officer provides comments |
|         | Final report | Copy to nominated officers | Formal | Lead officer gives approval (written) |
|         | Committee report | Produce and deliver to the client’s office an appropriate number of reports to a specified format on a specific date | Formal | Distribute report to committee members |
|         | Area Committee meeting | Consultant produces Traffic Management Strategy | Formal | Distribution to Officers and appropriate Libraries |
| 7 (Public Consultation) | | | | |
|         | | | | |
| 8 (The Preferred Scheme) | | | | |
How can you help? Visit our exhibition to view the plans on display.

Please read this pamphlet and then, for a clearer understanding of the plans, come to the exhibition, to be held between Friday 19 July and Thursday 1 August, in The Ark, Kirkgate, Tadcaster. At the exhibition you will be able to discuss the proposals with representatives of both NYCC and Mouchel. On Friday 19 July, between 14:00 and 20:00, and on Saturday 20 July between 10:00 and 14:00.

Whilst any comments would be helpful, it would be appreciated if you would also complete the questionnaire accompanying this pamphlet. This can be handed in at the exhibition, returned free of charge in the envelope provided or completed on the internet. All comments and questionnaires should be returned by 9 August 2002.

Your views will be considered on an equal basis with those of other people and organisations. The final strategy for implementation will be guided by the majority view indicated by the responses received. At that stage formal proposals will be published for those elements of the strategy options that require detailed local consultation prior to their construction.

This pamphlet and accompanying questionnaire are also available on the internet at [http://www.nyc-consultation.info].
Introduction

North Yorkshire County Council (NYCC) wishes to afford transport and access related issues a high priority within the Tadcaster area over the next few years. Recently efforts have been focused on the development of a Traffic Management Strategy for Tadcaster. This aims to secure long-lasting transport improvements, especially for vulnerable road users, whilst maximising economic and environmental well being and minimising existing or potential sources of detrimental impact.

Many local organisations and individuals have participated in the development of the strategy options and measures contained within this document through attendance at two workshops. The County Council would like your views in order to help construct a final strategy. Implementation of the strategy is then likely to begin before the end of the year.

What are the problems?

The problems and issues summarised in the list below were identified by stakeholders at a workshop in Tadcaster during 2001. They represent the first input into the Traffic Management Strategy.

- Pedestrian Issues - Pedestrian/vehicle conflict, particularly on market days. A 20 mph zone has been requested.
- Cycling - The lack of cycle facilities especially in relation to routes to school and a shortage of secure cycle parking facilities.
- Facilities for the Mobility Impaired and Wheelchair Users - Many barriers exist for those making journeys into the central commercial area, to and between other facilities.
- Public Transport - The bus station redevelopment is urgently needed. Entry and egress from the site is a problem. Bus stops generally need upgrading by provision of shelters and information.
- Motorised cross-town journeys - A problem is perceived with unnecessary cross-town journeys by private cars and particularly goods vehicles. Problems are exacerbated by the lack of bi-directional access at junctions on the A64.
- Parking Issues - The provision and condition of off-street parking. Holding the market on part of the Central Car Park is perceived to reduce the supply of spaces whilst increasing demand.
- Signing Issues - Directional signing within the town needs to be reviewed, particularly to the A64 and destinations beyond. Signing to car parks needs to be improved, as does signing for pedestrians and cycle routes.
- Traffic Calming - A need for more traffic calming which must take account of the needs of all road users.
- Retail Servicing - The essential servicing requirements of businesses and public facilities must be addressed.

What are we trying to achieve?

The following objectives were used to develop the Transport Management Strategy options and complementary measures. They are not listed in a prior order.

- Identify and make necessary improvements to establish a network of signed preferred routes for pedestrians, especially for safer routes to schools, and the mobility or sensory impaired, between key attractors including the: historic core and commercial area; schools, bus station and supermarket; residential areas; and key employment locations.
- Develop a network of cycle routes and facilities to make using a cycle a safe, comfortable and realistic alternative to using a car.
- Limit the speed of traffic in the historic core and adjacent commercial areas, in order to reduce the severity of collisions between motor vehicles, pedestrians and cyclists.
- Facilitate the introduction of public transport services for those commuting into and out of Tadcaster through both the upgrading of infrastructure and by working in partnership with neighbouring local authorities and local employers.
- Improve entry and egress from the Tadcaster Bus Station site on completion of the redevelopment scheme.
- Implement remedial measures at known high risk accident locations.
- Rationalise on-street parking in the commercial area.
- Eliminate as far as practicable, traffic within residential areas.
- Improve and consolidate signing within the town, especially in respect of changes resulting from measures developed as part of this strategy.

NYCC has worked closely with its partner consultant Mouchel North Yorkshire to develop schemes that can deliver on the objectives and provide an overall benefit for Tadcaster. Three options, a number of complementary measures and the outline of a long-term parking strategy have been developed for the town. NYCC has allocated funds in its capital budget to allow schemes up to the value of £100,000 to commence this financial year (2002/03). In addition, a sum of almost £200,000 has been earmarked for the redevelopment of the bus station. This scheme has recently been out to consultation and work is programmed to commence this autumn.

For one or more of the options to be developed the necessary level of support would be required from the local community through this consultation process. Progression on the complementary measures is not dependent on the selection of any of the other options, so a number of improvements can proceed even if none of the options is favoured by the community.

Option A

- Option A has the joint aims of improving road safety and encouraging cycling and walking for those travelling around Tadcaster.
- At the core of this strategy option, an extended 20 mph zone would be created from the existing zone on Wetherby Road, encompassing the eastern end of Station Road, Westgate, St. Joseph's Street, Chapel Street, Kirkgate, High Street, Bridge Street, Mill Lane and the eastern end of Commercial Street.
- On Leeds Road and Wighill Lane 40 mph buffer zones would be created between the national 60 mph speed limit and existing 30 mph zone. 'Gatesley' features would be created at these points also additionally at the 30 mph limit on York Road. Traffic calming measures would be introduced on Wighill Lane and part of York Road.

Option B

- Option B would create a modified one-way system with traffic travelling northbound on St. Joseph's Street and southbound on Chapel Street. The system would be designed to operate within a 20 mph zone and complementary traffic calming measures would be introduced to keep traffic speeds low.
- Part of Kirkgate would be pedestrianised from which all traffic would be prohibited during specified hours of the day.
- The junctions of High Street with Chapel Street and St. Joseph's Street will be signalled to improve safety and allow for unimpeded turning movements by essential Heavy Commercial Vehicles.
- A parking bay for at least 14 vehicles will be created on the South side of Westgate in the vicinity of the Post Office, with a further 9 spaces on St. Joseph's Street near residential properties.

Option C

- Option C removes the existing one-way system with two way traffic being retained on St. Joseph's Street. As with Option B, Kirkgate would be part pedestrianised.
- Chapel Street would have a closure part way along its length.
- The option would also operate within a 20 mph zone: complementary traffic calming measures would be installed on sections of St. Joseph's Street and Chapel Street with High Street would be signalled.

Complementary Measures

The complementary measures include: the introduction of dropped kerbs and tactile paving on key pedestrian routes and the improvement of existing informal pedestrian crossing points and the upgrading of bus stops to a minimum standard including the provision of raised kerbs to aid boarding, the repair of existing and provision of new shelters and improved information provision. An example of the application of these measures is shown on the reverse of this sheet and they are listed on the questionnaire.

Parking Strategy

Selby District Council has funds available for the improvement of both the Britannia and Central Car Parks. Proposals forwarded by Samuel Smiths Brewery include the creation of additional spaces on Robin Hood's Yard. As additional spaces are created, a number of short-stay spaces could be created within the Central Car Park and the number of spaces on High Street and Bridge Street could be reduced, providing space for pedestrian and environmental improvements.
Tadcaster Traffic Management Strategy
Consultation Questionnaire

1. Do you support Option A - ‘Safety Improvements’?
   Yes ☐  No ☐

2. Do you support Option B - ‘Pedestrianisation of Kirkgate and a modified One-Way System on Chapel Street and St. Joseph’s Street’, in tandem with the proposals contained in Option A?
   Yes ☐  No ☐

3. Do you support Option C - ‘Pedestrianisation of Kirkgate and Two-Way traffic on St. Joseph’s Street’, in tandem with the proposals contained in Option A?
   Yes ☐  No ☐

4. Do you support the Parking Strategy?
   Yes ☐  No ☐

Complementary Measures

5. Do you support the introduction of dropped kerbs and tactile paving?
   Yes ☐  No ☐

6. Do you support the improvement of existing informal pedestrian crossing points?
   Yes ☐  No ☐

7. Do you support the upgrading of bus stops and associated information?
   Yes ☐  No ☐

So that we can analyse the information that you have provided in the most effective way, we would appreciate if you could enter the name and/or number of your building and your full postcode in the boxes provided.

What is the name and/or number of your building

What is your full postcode (for example LS24 3XX)

Other Comments

Thank you for your time and assistance.
This questionnaire is also available for completion on-line at http://www.nycc-consultation.info
TRAFFIC MANAGEMENT STRATEGIES
STANDARD REPORT FRAMEWORK

Introduction
- State what it expected to be achieved.
- Refer to overall policies and the influence of PPG 13.
- Explain the concept that the main themes will be to create a better environment and to increase prosperity.
- Describe the public participation process in some detail including how the final scheme will be strongly influenced by the people of the Town.

- The Study Area
- Location
  - Describe the geographic location. The character of the town and what major facilities it provides for the people of the area.
- Access
  - The access by road rail and public transport and the provision of car parking A general description
- Historical development
  - A brief explanation indicating an appreciation of the areas historical heritage.

Transport In 'The Study Town'
- Field Survey
- The results of the survey in brief.
- The Views of the Public
- Include the findings from Workshop 1. Explain in some detail how the process was structured and the attendance level. Including the range of attendees and how many people attended. A full list of attendees should be included in an appendix.
- Identify issues raised at the meeting which are outside the scope of this study explain how these have been dealt with

Policies and Transport Objectives
- The Objectives
  - The main objectives contained within the Local Transport Plan
  - Any relevant local objectives stated in the Local Transport Plan
  - Relevant District Council and National park (where appropriate) Local Plan developments and constraints.
  - The transportation aims of the study and the influence of PPG 13.
- Traffic management Strategy Aims and Objectives for (the particular town)
  - This section should be the one that local people should find the most interesting, it will consist of aims, some of which may almost be seen as projects. This sets the scene for the development of the options.
- Finance and Implementation
  - The budget provision from all relevant sources and the period over which the works will be implemented

Developing the Traffic management Strategy
- Identification of Options
  - An explanation of the format and attendance of workshop 2 as described above. Reference will be made to those options identified but excluded and the reasons for rejection will be stated.
- The practicable options chosen for public consultation together with an indication of those aspects, which are common to all options. The latter being those traffic management measures, which do not require along lead time for implementation.
- The Options in Detail
  - The practicable options will be covered by a brief but concise description. A detailed drawing of each at size A4 will be contained in an Appendix.

The Identification of a Preferred Scheme
- An explanation of how the different options and sub-options were put to public consultation, attendance and results.
- A description of the preferred scheme together with detailed drawings at A4 scale as an appendix.
- Drawings of the strategy at A1 scale as an appendix.

Programme of Implementation with costings
Appendix D

CATTERICK AND CATTERICK GARRISON TRAFFIC MANAGEMENT STRATEGY FRAMEWORK

This discussion paper sets out the broad parameters for the delivery of the Catterick and Catterick Garrison Traffic Management Strategy.

Study Area

The study area would comprise of Catterick Garrison, Catterick, Colburn, Catterick Bridge, Scotton Brompton-on-Swale, Tunstall and Hipswell. The study area would then be divided into two sub-areas:

1. Catterick Garrison and Hipswell (also including Marne Barracks)
2. Catterick, Colburn, Scotton, Catterick Bridge, Brompton-on-Swale and Tunstall

Public Consultation Area

Properties within the study area would be consulted during the public consultation exercise for the strategy along with the hinterland villages that look to Catterick and Catterick Garrison for local services such as Tunstall, East and West Appleton. The extent of the consultation exercise is to be agreed at the first workshop. The consultation mechanism for the Army Barracks areas would need to be agreed.

Strategy Management

General

The overall strategy would be developed using the established Traffic Management Strategy process. However, development of the proposals for Sub-area 1 (Catterick Garrison and Hipswell) would be carried out in partnership by representatives from Catterick Garrison, North Yorkshire County Council and MouchelParkman using the recently formed Catterick Garrison Traffic and Transport Group.

Identification of Problems and Issues

Members of the Traffic and Transport Group would identify problems and issues to be addressed in Sub-area 1 during the inception meeting ahead of a larger stakeholder workshop covering both sub-areas involving stakeholders such as the District Council, Parish Council, the local County Councillor and the County Council's Richmondshire Area Committee Chairman. A 10% sample survey of
the local community in both sub-areas would be carried out to establish whether the problems and issues identified in the workshop are representative.

**Strategy Options for Public Consultation**

A small working group consisting of representatives from Catterick Garrison, North Yorkshire County Council and MouchelParkman would be responsible for producing the strategy options for Sub-area 1 reporting to the Traffic and Transport Group. Options for Sub-area 2 would be produced by NYCC and MouchelParkman ensuring consistency between the two sub-areas. The strategy options would then be the subject of a second stakeholder workshop. The workshop would agree the options for public consultation.

**Public Consultation and Strategy Adoption**

A leaflet and questionnaire would be sent to all properties in the "consultation area" detailing the proposed strategy options. An exhibition would be held for one week during the consultation period. The results of the consultation exercise and the proposed strategy for adoption would be the subject of a report to the Richmondshire Area Committee following a further meeting of the Catterick Garrison Traffic and Transport Group. The proposed 5-year implementation plan would then be reported to a further meeting of the Area Committee following a further meeting of the Traffic and Transport Group.

**Funding**

Overall funding of £150,000 has been identified in the North Yorkshire County Council Integrated Transport Capital Programme over the 2004/05 and 2005/06 financial years for the development of the Traffic Management Strategy. Further funding will be allocated over the remaining years of the five year traffic management implementation plan. Third party funding opportunities would be co-ordinated as and when required.
Appendix 2 – Workshop Attendees
## Workshop 1 Attendees

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>County Councillor C Les</td>
<td>North Yorkshire County Council</td>
</tr>
<tr>
<td>Mr B Mason</td>
<td>North Yorkshire County Council</td>
</tr>
<tr>
<td>Mr M Woodford</td>
<td>North Yorkshire County Council</td>
</tr>
<tr>
<td>Mr E Hayward</td>
<td>North Yorkshire County Council</td>
</tr>
<tr>
<td>Ms J Charlton</td>
<td>North Yorkshire County Council</td>
</tr>
<tr>
<td>Mr N Linfoot</td>
<td>North Yorkshire County Council</td>
</tr>
<tr>
<td>Mr M McKenzie</td>
<td>North Yorkshire County Council</td>
</tr>
<tr>
<td>Mr P Penny</td>
<td>North Yorkshire County Council</td>
</tr>
<tr>
<td>Ms A Flowers</td>
<td>North Yorkshire County Council</td>
</tr>
<tr>
<td>Mr C Brown</td>
<td>North Yorkshire County Council</td>
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Appendix 3 – Catterick and Catterick Garrison Pedestrian Action Plan
Catterick and Catterick Garrison Pedestrian Action Plan

Pedestrian Action Plan - Report

28 March 2007

Produced for
North Yorkshire County Council

Prepared by
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Report Title  Catterick and Catterick Garrison Pedestrian Action Plan

Revision  1

Status  Final

Control Date  28 March 2007

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1 Introduction

This Pedestrian Action Plan has been produced in parallel to the Catterick and Catterick Garrison Traffic Management Study, developed in partnership with Mouchel Parkman Limited.

The Pedestrian Action Plan is entirely consistent with the aforementioned strategy, but can be read separately without referring to the strategy document.

This report sets out:

- The objectives of North Yorkshire County Council for Pedestrians and specific aims for this plan.
- The principal features and pedestrian attractors within the study area.
- Key pedestrian routes within and around the study area.
- Proposals for improvement.
- Consultation responses.

The outcome of the Pedestrian Action Plan is summarised in Appendix A on 741101_001a.
2 Objectives

North Yorkshire County Council (NYCC) has adopted an over-arching Pedestrian Strategy, which commits NYCC to produce a Pedestrian Action Plan for all services areas within the County. This contains a number of objectives:

To maximise the role of walking, in order to reduce the use of and the reliance on the private car.

To identify and improve, based on an assessment of demand and potential demand, high quality networks providing safe, convenient and attractive routes for pedestrians in urban areas.

To ensure that in assessing transport and development proposals, the needs of pedestrians are the first priority.

To maintain and improve the network of rural, urban and interurban pedestrian routes, hence achieving greater public satisfaction.

To ensure that suitable facilities for the mobility impaired are provided, wherever possible, on the key pedestrian route network. To improve the facilities on all pedestrian routes and to ensure appropriate facilities are always provided when new and refurbished pedestrian crossings are installed.

The preparation and implementation of the Pedestrian Action Plan is intended to provide a means to assist in achieving these objectives within the study area.

2.1 Specific Objectives

The specific aims of the Pedestrian Action Plan are outlined below:

- To identify key pedestrian routes based on a assessment of demand and potential demand;
- To determine any shortfall in facilities along these key routes and any significant shortfalls on any other important pedestrian routes;
- Identify actions and/or facilities to address any shortfall; and
- Prioritise proposals for improvements required to these routes.
3 Principal Facilities

The Catterick and Catterick Garrison Traffic Management Strategy study area encompasses the town of Catterick Garrison which includes its subsumed village areas of Colburn, Hipswell and Scotton, Catterick village, Tunstall village, and Brompton-on-Swale village. Each of these areas are distinct both in their physical character and the key retail, education, leisure, healthcare, employment and social-community services present within these areas.

3.1 Catterick Garrison

The town of Catterick Garrison comprises of a town centre area located immediately north of the Camp Centre roundabout junction, a large Ministry of Defence (MOD) Barracks area extending along the northern, western, southern and south-eastern perimeter of the town centre, and the residential areas of Scotton to the south, the residential area of Hipswell to the immediate east, and the residential area of Colburn located to the eastern perimeter of Hipswell. The town centre of Catterick Garrison contains an array of shopping and personal/financial service facilities including two supermarkets and several smaller convenience stores; a swimming pool and sports ground; a library; and a health centre. Within the town centre area, pedestrian activity is concentrated along Richmond Road, with pedestrian links feeding onto this route from Shute Road, Scotton Road, Catterick Road, Hipswell Road, Hipswell Road West and Gough Road.

To the west and north-west of the town centre the predominantly MOD residential areas of Wavell and Carnagill contain small convenience stores, places of worship and community centres, and school facilities with an Infant and Nursery School and a Junior School located within Wavell, and a Primary School located within Carnagill. Pedestrian activity within this area is mainly concentrated along Gough Road, with several links penetrating into the residential area located to the northern side of the carriageway including route access to Carnagill School, and along Hipswell Road West particularly linking to Wavell Road, providing access to both of the two schools, church and community centre.

The residential area of Hipswell is located immediately east of the town centre with a place of worship and nursery, primary and secondary school facilities located central to the area, along Hipswell Road; and a parade of retail facilities including convenience stores, post office and food-outlets located in the south-eastern quadrant along the A6136 Catterick Road immediate to the junction of Byng Road and Horne Road. This parade of shops is locally known as the 'White Shops'. A further and higher education college is located on the southern side of the A6136 Catterick Road, which has good pedestrian routes to both Catterick Garrison town centre and to the White Shops area. Pedestrian activity is predominantly concentrated along Hipswell Road, particularly along the southern extent which with Byng Road serves as a main route to school, along the A6136 Catterick Road with links to one of the main bus routes, and along a joint-use pedestrian and cycle route.
which extends between Shute Road and Hipswell Road through parkland area, serving access directly to the schools.

The Le Cateau Road and Horne Road area, located to the south of Hipswell is a mixed residential and MOD facilities area containing a primary school. A number of pedestrian routes penetrate through this area linking north to Catterick Road, east to Horne road and the White Shops area of Hipswell, and east to Scotton Road.

The residential area of Scotton is located south of the town centre, encompassing the area along Scotton Road immediately south of Loos Road and the area between Hunton Road and Bedale Road. The area is entirely residential with a community hall located to the south-east on Bedale Road. The spatial configuration of the residential area provides a dense network of pedestrian routes, with Hunton Road and Bedale Road forming the main pedestrian route links onto Scotton Road for pedestrian access to Catterick Garrison town centre.

The area of Colburn, located along the A6136 Catterick Road east of Hipswell comprises of a relatively high density residential area located to the northern side of the Catterick Road carriageway and the Walkerville Industrial Estate and Colburn Business Park area located to the corresponding southern side of the carriageway. The area includes a primary school, medical centre, community health and recreation centre, places of worship and village hall, a library, community office, and a parade of shops which includes a supermarket, post-office and other food retail outlets, all located on Broadway to the northern side of Catterick Road carriageway, close to the main bus route, and a recently developed supermarket facility is located to the eastern extent of the village on Catterick Road.

3.2 Brompton-on-Swale village
Brompton-on-Swale is a village located to the east of Catterick Garrison and to the north of Catterick Village. This village straddles the A1 route which is elevated via an embankment at this point, with the main residential area located to the western side of the A1 and a large Gatherley Road Industrial Estate area and smaller residential area located on the corresponding eastern side of the A1, with two main routes, Station Road and Bridge Road providing direct routes under the A1. A primary school, place of worship and village hall, and post office convenience store facilities are all located to the western extent of the main residential village area. Pedestrian activity within this area is predominately concentrated along Bridge Road, Station Road serving internal pedestrian movements to access school and the post office and convenience store, and for access to the main bus services which loop along Bridge Road and Station Road. Gatherley Road also provides the main pedestrian route for access between the eastern and western sectors of the village.

3.3 Catterick Village
Catterick Village is traditional rural village which has expanded to become a large residential village, which includes the Catterick Garrison Marne Barracks located to the southern extent of the village. A medical centre, shopping and food retail outlets, bus stops, and a village hall are all located within the central sector of the village on
A primary school is located within the residential area to the east of High Street on Mowbray Road, and sports ground is located to the northern perimeter of the village on Leeming Lane. Pedestrian activity is predominantly concentrated along the linear north to south route through the village centre, and along routes extending from the immediately adjacent eastern and western residential areas. Although a pedestrian route link is present along both sides of the A6136 Leeming Lane carriageway between Catterick Village and Brompton-on-Swale village, this 1.4 mile route is predominantly used as a leisure route including for access to the range of events held at Catterick Race Course at Catterick Bridge which include Horse Racing events and the large open-air market held every Sunday throughout the year.

3.4 Tunstall Village
This small residential village is located to the south-east of Catterick Garrison and to the south-west of Catterick Village. The village is linear in character, extending east to west along Tunstall Road and contains no retail, health or leisure facilities, only a place of worship and village hall. Although a bus service does provide access from Tunstall to Catterick Garrison and Catterick Village there are no continuous pedestrian facilities connecting Tunstall to either of these two centres, despite Tunstall being located just over two miles from Catterick Village.

3.5 Hinterland and adjacent service centres
It is also important to note that although the centres of Catterick Garrison, Catterick Village and to a lesser extent, Colburn also serve the large surrounding rural hinterland, particularly for access to retail, healthcare, employment and leisure facilities located within the study area, the study area itself is dependent on the nearby town of Richmond for access to a number of secondary education and secondary healthcare facilities and for public transport interchange services.
4 Pedestrian Routes

Primary pedestrian routes, not in priority order, have been identified as:

**Route A - A6136 Richmond Road and Shute Road**

This pedestrian route extends along Richmond Road between the junction with French Road to the north and the Leyburn Road/Catterick Road junction to the south with secondary route links along Howard Road and Shute Road. This route provides access to all of the retail, medical, leisure, and personal/finance facilities located within the Catterick Garrison town centre area. Although the topography of Richmond Road follows a gentle rise in gradient from the southern to northern extent, the footways are of sufficient width, typically extending between 1.85m and 2.0m in width, with dropped kerb crossings provided across all main side road junction except for the northern access of Shute Road onto Richmond Road. There are currently two controlled pedestrian crossing facilities provided across Richmond Road, one Puffin crossing located in the immediate vicinity of the southern Shute Road side road and the other facility is a pedestrian crossing stage incorporated into the signal controlled junction at the Gough Road/Richmond Road junction, with a corresponding pedestrian crossing stage across Gough Road at this signalised junction. Tactile cones are however not provided at the Gough Road/Richmond Road signalised junction crossing points. It must be noted that a pedestrian desire line exists across Richmond Road in the vicinity of the northern Shute Road side road junction and the medical centre, and provision of an uncontrolled crossing point should be further investigated by NYCC’s Area Improvement Manager. Uncontrolled dropped kerb crossing facilities are currently provided on the Richmond Road and Catterick Road arms of the Richmond Road/Catterick Road/Scotton Road/Leyburn Road roundabout junction with dropped kerb crossings therefore required across the Scotton Road and Leyburn Road arms of the junction. On the Richmond Road/Hipswell Road/Hipswell Road West roundabout junction improvements are required to the A6136 Richmond Road northern arm of the junction including footway and dropped kerb crossing provision.

Shute Road forms a loop road to the east of Richmond Road, emerging onto Richmond Road both north and south of the Richmond Road/Gough Road junction. A number of retail and financial/personnel services and the swimming pool facility are accessed via this route, with direct pedestrian links extending from Shute Road across Coronation Park to Hipswell Road for access to the school facilities and residential area of Hipswell. The footways along both sides of Shute Road typically extend between 1.6m and 1.75m in width, widening to 3.7m at several points. The footways along Shute Road although providing a continuous route, do not provide a continuous level surface with dropped kerb crossing points required at a total of eight locations. The provision of pedestrian route signage on Richmond Road and Shute Road would also assist in the promotion of the pedestrian route across Coronation Park.
Street lighting for pedestrian access along both Richmond Road and Shute Road is considered sufficient, and the condition of the footway along both route sections is also considered adequate, with appropriate distinction and provision of tactile paving at locations were the segregated cycle route intercepts the pedestrian route.

**Route B - A6136 Catterick Road between Catterick Garrison town centre and Catterick Bridge**

This pedestrian route extends along the A6136 Catterick Road between Catterick Garrison town centre, and Catterick Bridge, serving an east-west route connecting the town centre with the residential areas of Hipswell, Le Cateau Road, and Colburn, and several education establishments, and provides a pedestrian route to the eastern extent of the study area.

A continuous route is provided along the majority of the southern side of the A6136 Catterick Road carriageway between Catterick Garrison town centre and Catterick Bridge, broken only by a missing short section of surfaced footway in Colburn village in the vicinity of Easton Way (Plate 1). The pedestrian route along this side of the Catterick Road carriageway between the Richmond Road/Catterick Road (Camp Centre ) roundabout junction comprises of a purpose built shared-use pedestrian and cycle route, extending typically between 1.2 and 1.7m in width, set at a comfortable distance away from the edge of the carriageway with sufficient street lighting provision and good surface conditions, and severed by one main road, Horne Road, where controlled pedestrian facilities are provided as part of the signalised junction. To the east of Colburn the route along the southern side of the Catterick Road carriageway substantially narrow to typically 1m in width, the route physically constrained by the topography and embankment of the highway.

Along the northern side of the Catterick Road carriageway a continuous pedestrian route extends between Camp Centre roundabout junction and Colburn village. This route crosses several side road junctions leading into the residential area of Hipswell and Colburn, including Heatherstone Road, Vicarage Road, Byng Road (where controlled pedestrian facilities are provided as part of the signalised junction), and Colburn Lane. The footway along this side of the carriageway ranges between 0.9 and 2.8m in width with surface maintenance repairs required at various locations along this route. The pedestrian crossing facilities across Byng Road at the Byng Road/Catterick Road signalised junction need revised in terms of providing tactile cones on the push button controls, and the litter bin on the north-eastern side of the signalised junction needs to be relocated as it impedes continuous access leading from the tactile paving (Plate 2). Dropped kerb crossings are also required at seven side road locations along the northern side of the carriageway, particularly as secondary routes which penetrate the Hipswell residential area link to the main pedestrian route, and to improve connectivity especially to within the White Shops area and for access to bus stops.
In addition to the pedestrian facilities provided at the Catterick Road/Byng Road/Horne Road signalised junction, controlled pedestrian crossing facilities are provided across Catterick Road at two locations, one of which is east of the junction with Vicarage Road and the other is located in Colburn. Uncontrolled pedestrian crossings are also provided across the Catterick Road arm of the Camp Centre roundabout junction and across Catterick Road in the vicinity of the Catterick Bridge junction, where a controlled pedestrian crossing is required. The construction of a section of footway along the southern side of Catterick Road in the vicinity of Easton Road is required to enable full connectivity of the route to the east of Colburn. The provision of a shared-use pedestrian and cycle route between Colburn and Catterick Bridge is also proposed as part of the Catterick and Catterick Garrison Cycle Plan, enabling provision of adequate pedestrian facilities along this section of route.

The accessibility of the eastern section of Colburn Lane, one of the secondary routes which links to the northern side of the Catterick Road pedestrian route, would also be greatly improved through the provision of a short section of footway extending between Catterick Road and the junction of Colburn Lane and Cravendale Road.

Plate 1 - A missing section of footway along the southern side of the A6136 Catterick Road carriageway in Colburn, in the eastern vicinity of Easton Road
Route C – Colburn Village Area

There are numerous routes which penetrate the residential area of Colburn village, providing important internal links between the residential area and school, retail, leisure and medical facilities all located within the village area, and linking to the pedestrian route along the northern and southern side of Catterick Road carriageway. The main pedestrian routes within Colburn village include: Colburn Lane, Forest Drive, First Avenue, Fourth Avenue and the purpose built shared use route linking Blue Nile Way to Colburn Community Health and Recreation Centre and the eastern residential area of Colburn. Although the majority of these main routes are of sufficient surface condition and width, minor works are required at the following locations to improve the accessibility and connectivity of the pedestrian routes:

Plate 2 - Litter Bin currently obstructing directed pedestrian access from the tactile paving of the crossing
Footway surfacing repairs are required along Blue Nile Way
Level access across a kerbed point-closure at the junction between Lavender Court and Walkerville Avenue, particularly for wheelchair access between Lavender Court and Broadway.

The provision of a short section of footway at the junction of Colville Road and Forest Drive.

The provision of pedestrian signing at key locations within the Colburn area would assist in guiding pedestrian within this high density residential area.

The provision of dropped kerb crossing points across 13 side road junctions within the area including across Colburn Lane at the junction with Catterick Road, across Constantine Road at the junction with Colburn Lane, across Forest Drive at the junction with Colburn Lane; across Meadowfield Road at the junction with Colburn Lane; across Fourth Avenue at the junction with Blue Nile Way, and across First Avenue at the junction with Blue Nile Way.

**Route D - Byng Road and Hipswell Road**

Byng Road and Hipswell Road serve as the main pedestrian route through the residential area of Hipswell, particularly providing access to the three educational establishments located within this area, to a church, military cemetery and village hall facilities. The route is undulating in nature, particularly between the Albermarle Drive /Byng Road junction and Jaffa Road/Hipswell Road junction. A continuous street lit pedestrian route extends along the entire length of the western side of the Byng Road and Hipswell Road carriageway, with a footway width ranging between 1.4m and 1.7m. The corresponding eastern side of the carriageway does not provide a continuous pedestrian route, with an absence of footway facilities at two locations - in the vicinity of St John’s Church and the military cemetery (Plate 3), and for a short section between Jaffa Road/Hipswell Road junction and the vicinity of the Richmond Road/Hipswell Road junction. With the exception of the pedestrian crossing facilities incorporated into the signalised junction of Catterick Road and Byng Road and the uncontrolled crossing at the Hipswell Road/Richmond Road junction there are no controlled or uncontrolled crossing facilities located along the entire Byng Road and Hipswell pedestrian route, particularly for access to the bus stop facilities located in the vicinity of St John’s Church or near the recreation ground and tennis court facilities in the vicinity of Colburn Beck.

The purpose built shared-use pedestrian and cyclist route which extends between Shute Road and Hipswell Road across Coronation Park with street lighting and adequate surface conditions, is a popular pedestrian route, particularly for access between Catterick Garrison town centre and the three educational establishments located on Hipswell Road.
The following measures would improve access for pedestrian along the Byng Road and Hipswell Road route, particularly for those with mobility problems:

- The provision of four uncontrolled dropped kerb crossing points across Hipswell Road located: in the southern vicinity of the military cemetery; across Hipswell Road south of the St John’s Road/Hipswell Road junction; and across Hipswell Road in the vicinity of the junction with Jaffa Road; across St John’s Road in the vicinity of the junction with Hipswell Road.

- The provision of a controlled crossing point in the vicinity of the recreation ground, immediately north of Colburn Beck. One potential option would be a raised zebra crossing, which could also act as a speed reducing measure, complementing the existing chicane feature located in the vicinity of St John’s Church. It must be noted that this pedestrian crossing facility should have been incorporated into the planning consent for the development of the Redwood residential development area adjacent to Linton Rise.

- The provision of a section of footway along the eastern side of the carriageway between St John’s church and the military cemetery, assisting continuous pedestrian access and access to public transport facilities.

Plate 3 - Hipswell Road - the lack of footway facilities along the eastern side of the carriageway, particularly for access to southbound bus stop facilities
Route E – Wavell and Carnagill residential area

The Wavell and Carnagill residential area located to the west of Catterick Garrison town centre is served predominantly by the pedestrian routes alongside the street lit carriageway of Hipswell Road West, Allenby Road, Wavell Road, and Ainse Road. This main pedestrian routes link to a high density network of secondary pedestrian routes which include routes between Ainse Road and Gough Road, Essex Close, Roman Crescent and Gough Road, all penetrating the large residential area and serving as access routes to school, library, community, and retail facilities. For access to the education establishments, place of worship and community facilities located within the Wavell Road/ Hipswell Road West area, the main pedestrian flows of the area are concentrated along Wavell Road and Hipswell Road West, and although pedestrian access across Hipswell Road is currently facilitated by a Toucan crossing point located immediately west of the Wavell Road/ Hipswell Road West junction, the condition of the footway along Wavell Road at this location requires maintenance improvement.

To enhance the pedestrian network, the provision of an uncontrolled crossing point across Hipswell Road West in the vicinity of Ainse Road and the provision of street lighting along the route between Ainse Road and Gough Road would increase the connectivity of a direct route between Allenby Road, Wardrop Road, Ainse Road and Gough Road, linking to Catterick Garrison town centre. The provision of dropped kerb crossing points is also required at 22 side road locations along Hipswell Road West, Wavell Road, and Allenby Road, Essex Close and Roman Crescent to improve access for those with mobility impairments.

The provision of street lighting along pedestrian routes throughout the Wavell and Carnagill area would assist in improving pedestrian’s perception of security, and the provision of pedestrian signage at particular pedestrian route intersections throughout the area, e.g. at Gough Road library indicating a route via Ainse Road would assist in promoting walking as a mode of transport for those both living and working within the area.

Route F – Gough Road

Gough Road provides an important pedestrian link between Catterick Garrison town centre, the residential areas west of the town centre, and the western MOD barracks of Bourlon, Cambrai and Alma, and provides access to public transport services. A continuous street lit footway is provided along the entire length of the southern side of Gough Road carriageway and a continuous street lit footway is present along the majority of the northern side of the carriageway, with a vital section absent in the vicinity of the library which also exists as the point at which an important internal pedestrian route via Ainse Road joins with Gough Road. The footway along the south side of the carriageway extends typically between 1.2m and 1.9m in width with maintenance repairs required at several locations along the footway route. The footway along the north side of the carriageway extends typically between 1m and 2.0m in width, with a section of footway required for approximately 130m in the
vicinity of the library with appropriate pedestrian route signage indicating the direction of pedestrian routes and destinations.

With the exception of the controlled pedestrian crossing facility incorporated into the signal controlled Gough Road/Richmond Road junction, there are no controlled or uncontrolled pedestrian crossing facilities along the Gough Road pedestrian route. The provision of an uncontrolled crossing point in the vicinity of Somerset Close, and an additional uncontrolled crossing point located in the vicinity of the library, upon the construction of a section of footway at this location, are both required to improve the accessibility of this important pedestrian route.

The provision of dropped kerb crossing points is also required across at ten side road locations along Gough Road to provide a continuous level route for those with mobility impairments.

**Route G – Brompton-on-Swale – B671 Richmond Road, B6272 Bridge Road and B6271 Station Road**

The eastern residential area of Brompton-on-Swale is served by three main pedestrian routes – the B6272 Bridge Road, B6271 Station Road, and B6271 Richmond Road, with secondary links providing connecting links onto these two main routes. Bridge Road extends along the southern flanks of the residential area, between Gatherley Road in the east to the junction with the B6272 Station Road and B6272 Richmond Road in the centre of the village. Street lit footways are provided along both sides of the B6272 Station Road carriageway, with the footway along the southern side of the carriageway extending typically 1.0 and 1.6m in width, and the footway along the corresponding northern side of the carriageway typically 1.2m in width, although narrowing to an inaccessible width in the vicinity of the Bridge Road/Station Road junction. Station Road extends along the northern flanks of the residential area between Gatherley Road in the east to the junction with the B6272 Station Road and B6272 Richmond Road in the centre of the village. A street lit footway of adequate width is provided along the entire length of the footway on the northern side of the carriageway, although a pinch point exists in the vicinity of the public house at the Station Road/Bridge Road/Richmond Road junction, particularly at a point where pedestrian access to the primary school is most important. The footway along the corresponding southern side of the carriageway extends between the Richmond Road/Bridge Road junction to terminate at immediately east of the Brompton Court/Station Road junction (Plate 4). The section of Richmond Road which extends between the Bridge Road/Station Road junction and the western perimeter of the village provides important access to bus stop, place of worship and village hall, and post office/convenience store facilities. Street light and adequate width footways are provided along both sides of this section of Richmond Road carriageway.
These three main pedestrian routes provide pedestrian access to key facilities within Brompton-on-Swale and link with several other secondary pedestrian routes including a route via Brompton Court which links Bridge Road and Station Road, and a route via Grange Road which links to local leisure routes along the River Swale embankment. Improvements to pedestrian access along these three main routes, particularly addressing the lack of crossing points and footway surface maintenance are however required at the following locations:

- The provision of an uncontrolled crossing point across Richmond Road in the western vicinity of the Richmond Road/Bridge Road/Station Road junction.
- The provision of an uncontrolled crossing point across Station Road in the vicinity of Oakleigh House
- The provision of an uncontrolled crossing point across Station Road in the vicinity of Brompton Court

Plate 4 - The footway along the southern side of Station Road carriageway terminates at Brompton Court without adequate crossing facilities to access the footway on the northern side of the carriageway
• Maintenance of the footway along the southern side of the Bridge Road carriageway between Curteis Drive and St Edmunds Close (Plate 5).

• The provision of dropped kerb access across 14 side road junctions within Brompton-on-Swale village

It also is important to note that the presence of vehicles parking on the footway along Station Road obstructs pedestrian access (Plate 6) and must be enforced.
Route H – the A6136 Gatherley Road

The pedestrian route along Gatherley Road provides an important link between the eastern residential area and western mainly industrial area of Brompton-on-Swale village. A street lit route is provided along the entire western side of the Gatherley Road carriageway, and along the majority of the eastern side of the carriageway although a short section of footway is absent in the northern vicinity of the junction with Caxton Close, and the footway narrows to approximately 1m northwards from property Holly Villa. The presence of vehicle parking along on the footway along the western side of the carriageway in the vicinity of the main vehicle entrance into Gatherley Road Industrial Estate does cause an obstruction for pedestrian access, (Plate 7) and the lack of crossing points across the Gatherley Road carriageway does reduce the connectivity and attractiveness of this pedestrian route.
The provision of uncontrolled crossing facilities across Gatherley Road in the vicinity of Citadella Close and in the vicinity of the property High Meadows and provision of dropped kerb crossing across side roads and side road accesses would greatly assist pedestrian access along the Gatherley Road pedestrian route.

Plate 7 - Vehicles parked on the footway along the western side of Gatherley Road, obstructing pedestrian access

**Route I - Scotton Road, Bedale Road and Hunton Road**

The pedestrian route along Scotton Road, Bedale Road and Hunton Road provides access between Scotton and Catterick Garrison town centre. The route extends along both sides of Scotton Road carriageway for a length of approximately 1.2 miles before the route forks at Scotton between Hunton Road to the southwest and Bedale Road to the southeast. The footway along both sides of Scotton Road are street lit and considered of adequate width, but lack of pedestrian crossing facilities along this route section reduces the attractiveness of this route to pedestrians. Hunton Road serves as a pedestrian route linking the main western residential area of Scotton with Scotton Road. Along the Hunton Road section, a short section of footway is only provided along the western side of the carriageway between the Scotton Road/Hunton Road junction and the Hunton Road/Kestrel Drive junction. The lack of footway facilities forces pedestrians from the southern Glebe Avenue section of
Scotton to detour via Kestrel Drive to access the pedestrian route. There is also a lack of pedestrian crossing points along Hunton Road to facilitate those pedestrians with mobility impairments.

The section of pedestrian route which extends to the eastern area of Scotton, along Bedale Road is a popular pedestrian route but is hazardous due to the lack of footway facilities between the Bedale Road/Hunton Road/Scotton Road junction and Bedale Bridge (see Plate 8) connecting with the footway facilities which are present along the western side of Bedale Road extending southwards of Bedale Bridge. To improve this section of route in the vicinity of Bedale Bridge it would not be cost-effective to widen the existing Bedale Bridge and a priority working operation would be proposed for this bridge location to enable a pedestrian route to be defined across the bridge. Improvements to the surface condition of the existing footway along the western side of Bedale Road carriageway in the vicinity of Scotton village hall and within the vicinity of the Bedale Road/Hunton Road/Scotton Road junction also need to be undertaken, with lighting and signing improvements provided at this latter location.

Plate 8 - Lack of footway facilities for pedestrian access along Bedale Road in the vicinity of Bedale Bridge
Route J - Catterick Bridge

Catterick Bridge is an important section of route for pedestrian access as it provides a pedestrian route connection between both Brompton-on-Swale village and Catterick Village and Catterick Village and Colburn/Catterick Garrison. The pedestrian route traverses Catterick Bridge, over which pedestrian access is only provided along a footway to the eastern side of the carriageway which narrows to an inadequate width of 0.92m (Plate 9). As the route forks between the A6136 Catterick Road and A6136 Leeming Lane, there are no pedestrian crossing facilities provided to enable pedestrians to cross between the eastern side of Catterick Bridge, across the A6136 Leeming Lane to access either the bus stop facilities or the existing footway along the southern side of the A6136 Catterick Road carriageway.

To improve the accessibility of this key pedestrian route intersection, measures to widen the footway along the eastern side of Catterick Bridge to at least 1.2m in width and the provision of a controlled pedestrian crossing facility across the A6136 Leeming Lane carriageway are considered essential.

Plate 9 - The footway along the eastern side of Catterick Bridge is less than 1m in width
Route K – the A6136 Leeming Lane/ High Street pedestrian route

This pedestrian route not only provides a link between Catterick Village and Catterick Bridge, but serves as the main arterial route for pedestrians within Catterick Village. Footways are provided along the entire western side of the A6136 Leeming Lane /High Street carriageway, and for the majority of the corresponding eastern side of the carriageway with an omitted route section between the A6136 High Street/Swale Lane junction located within the village centre and Town Bridge, along which the eastern side of the carriageway is cobbled, making access to both community facilities and bus stop facilities located within this area difficult for those with mobility impairments (see Plate 10). The provision of a section of level surfaced pedestrian route adjacent to this cobbled section would assist access particularly to and from the bus stop facility.

Several secondary routes link into the arterial route, particularly from the south-western residential sector of the village where many of the residential routes do not have footway facilities, which although not considered a significant problem on the majority of routes which experience very low traffic volumes is raised as a concern along Low Green particularly in the vicinity of the junction with High Street were no defined footway forces pedestrians onto a carriageway aligned with parked vehicles (see Plate 11). The definition of a pedestrian route or construction of footway facility would alleviate this issue. The majority of secondary routes linking into the arterial route from the north-eastern residential sector of the village do have footway facilities, many of which require surface maintenance, one particular route along Swale Lane which provides access to the Michael Sydall Church of England Primary School, does not have continuous footway facilities. The provision of road signage warning of the presence of pedestrians is required on the approach to and along this route. Several sections of footway, including along High Street, Rowan Court and Mowbray Road require surface maintenance improvements.

The lack of controlled and uncontrolled crossing facilities within Catterick Village also acts to reduce the safety of pedestrians crossing between the numerous secondary internal routes and crossing the A6136 High Street /Leeming Lane carriageway. The provision of a controlled crossing across the A6136 High Street in the vicinity of the medical centre and the provision of an uncontrolled crossing in the southern vicinity of the A6136 Leeming Lane/Dran Lane junction would greatly improve pedestrian safety and the connectivity of the pedestrian network within Catterick village. The provision of dropped kerb access across side road junctions at nineteen locations throughout the village is also required, improving access particularly for those pedestrians with mobility impairments.

It must be noted that the new alignment of the A1 and associated access road are predicated by the Highways Agency to reduce the volume of vehicles traversing Catterick village. This would enable the opportunity for a village centre environmental enhancement scheme to be implemented, which could address a number of the pedestrian access issues as outline above.
Plate 10 - The cobbled footway area of the A6136 High Street in Catterick Village

Plate 11 - the lack of footway facilities along the northern side of Low Green carriageway in Catterick village
Route L – Tunstall Road, James Lane, and Horne Road route

The provision of a pedestrian route extending between Low Green in Catterick village via Tunstall Road, James Lane and Horne Road would provide a significant pedestrian route link for the village of Tunstall. The village which is located 2.1 miles southwest of Catterick village is not served by any formal pedestrian facilities for pedestrians to access either Catterick village or Catterick Garrison. The potential to construct footway facilities alongside the Tunstall Road carriageway between Tunstall and Catterick village would however require substantial funding which is currently being by NYCC. The provision of a shared-use section along James Lane extending between the junction with Tunstall Road and the junction with Loos Road to connect with existing pedestrian facilities along Horne Road, which in addition to the provision of an uncontrolled crossing facility in the vicinity of Loos Road would enable a continuous pedestrian route for access between Tunstall and Catterick Garrison. Within Tunstall village internal pedestrian access to church, village hall and bus stop facilities are facilitated through the presence of a footway which extends between the eastern and western perimeter of the village along the northern side of the Tunstall Road carriageway.
5 Pedestrian Accident Analysis

A total of 26 accidents involving pedestrians were reported in the period January 2001 to November 2004, of which 18 pedestrians received slight injury and 8 received serious injury.

Of these 26 accidents involving a pedestrian, the main reasons attributed to the accidents include:

Of these 26 accidents involving a pedestrian:

- 5 occurred when the adult pedestrian stepped onto the carriageway into the path of an approaching vehicle
- 2 resulted when the driver of a vehicle failed to see the pedestrian
- 1 occurred as a vehicle reversed into a pedestrian
- 13 occurred when a child ran onto the carriageway into the path of an approaching vehicle

It is important to note that these accidents were spatially distributed throughout the study area with no concentrations or clusters of accidents occurring at any particularly section of route or residential area. However, the majority of the accidents involving children occurred within residential areas. The relatively high number of child accidents does indicate a need for promoting road safety awareness information throughout the area.
6 Public Rights of Way

Within the Catterick and Catterick Garrison traffic management study area there are a number of public rights of way routes. These routes do not however form an integrated network with severance and fragmentation caused by the highway network and lack of bridged crossings across the River Swale.

The urban area of Catterick Garrison is served by a number of permissive routes including those passing across military land, particularly to the west of the town centre which are mainly for used for equestrian activities. A number of routes also extend north, south and south-east of the town centre, providing important non-motorised user access to Richmond, Scotton and Tunstall. Between Catterick Garrison and Colburn, an direct public footpath route extends eastwards and an indirect route extends north and eastwards alongside the River Swale, following a section of the popular long distance coast-to-coast path, a section of which traverse the area, connecting Richmond, Old Colburn village and Catterick village. No bridleway routes currently connect Catterick Garrison with Colburn, with an indirect route south-eastwards of Catterick Garrison to Tunstall village and northwards from Tunstall serving the only available bridleway route between these two areas.

Direct routes between Catterick village and Catterick Garrison are also restricted to public footpaths, with equestrians and cyclists being forced to use a number of detour bridleway routes and highway routes, with main highway routes including the A1, the A6136 and the Tunstall Road severing the bridleway network. Further severance of the PROW network is created by the lack of crossings across the River Swale, particularly between Brompton-on-Swale and Colburn /Catterick village. The refurbishment of the ‘Pipe Bridge’ located to the immediate east of Catterick Bridge for pedestrian, cyclist and equestrian access will enhance the connectivity of routes.

It must be noted that the proposed expansion of Catterick Garrison should incorporate the retention and creation of an integrated PROW network, particularly assisting in the development of an integrated and off-road bridleway network within the area. It is also imperative that any routes within the area which have been downgraded in status from bridleway to public footpaths should be reviewed as this leads to further fragmentation of the bridleway network, inappropriate with regards to the large number of MOD and civil equestrians within the area.
Proposals and Consultation

The problems and issues regarding all modes of transport were identified at two stakeholder workshops held in Catterick Garrison, through observations from a number of other meetings with stakeholders. A visual study was also undertaken of footway widths, condition and obstruction, and crossing facilities.

Within the Traffic Management Strategy, a Pedestrian Plan encompasses all of the proposed pedestrian improvement. These included the identification of key pedestrian routes, improvements to facilitate pedestrian crossing movements, and specific pedestrian improvement issues. In addition to this, improvements to pedestrian access and safety were proposed as part of the strategy options which included:

- Introducing a priority working section across Bedale Bridge on Bedale Road in Scotton to enable the introduction of a pedestrian route across the bridge which in association with a safety scheme of reducing speeds and measures to increase the awareness of the Hunton Road/Bedale Road/Scotton Road, would enhance pedestrian safety within this area.
- Introducing lower speed limits on Catterick Bridge and widening the footway to facilitate pedestrian access
- Introducing a 20mph speed limit along the mid-section of Hipswell Road with traffic calming features to improve safety within this area
- Introducing an environmental improvement scheme in Catterick village, through which pedestrian access and crossing movements would be better facilitated
- Creating shared-used pedestrian and cycle routes: along James Lane to facilitate pedestrian access between Tunstall and Catterick Garrison; and between Colburn and Brompton-on-Swale, enabling a greater level of connectivity of routes for pedestrians between Brompton-on-Swale, Colburn and Catterick village.
- Introducing a lower speed limit along the A6136 Leeming Lane between Catterick Bridge and the southern perimeter of Catterick village, to improve safety for all road-users in Catterick village.
Public consultation was undertaken during December 2005 and January 2006, and included the distribution of a leaflet and questionnaire to 63 stakeholder and statutory consultees and to 6039 residential and business addresses in Catterick village, Brompton-on-Swale, Colburn, Tunstall, Scotton, Hipswell and Catterick Garrison, and the surrounding area. A public exhibition was held on Friday 2nd and Saturday 3rd December 2006 in Booth Hall in Catterick village and on Friday 9th and Saturday 10th December 2006 in Darlington College in Catterick Garrison.

The Pedestrian Plan received support from 93% of respondents to the public consultation and is to date awaiting adoption by North Yorkshire County Council.
8 Summary

Key pedestrian routes in Catterick village, Brompton-on-Swale, Colburn, Hipswell, Scotton and Catterick Garrison have been identified and the problems faced by pedestrians and the mobility impaired, in using these routes, determined.

A strategy to address these problems has been prepared and integrated with the wider traffic management strategy for Catterick and Catterick Garrison.

Local support for the proposed pedestrian route improvements has been tested through public consultation with the whole community.

Pedestrian signing is currently being reviewed as part of a Signing Audit.

It is recommended that a review of street lighting should be conducted to assess whether the existing levels of footway lighting is adequate, as this is a factor which not only influences pedestrian road safety but also influences the transport mode used and ability to make journeys during the hours of darkness. The provision of tactile rotating cones and audible pedestrian signals should also be incorporated into the specification of signal control infrastructure for all of the junctions and pedestrian crossings identified within the traffic management strategy for revision or improvement in signal control.
## Appendix A – Summary of the Pedestrian Action Plan

<table>
<thead>
<tr>
<th>Location</th>
<th>Action</th>
<th>Cost (£K)</th>
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<tbody>
<tr>
<td>A</td>
<td>A6136 Richmond Road</td>
<td></td>
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<tr>
<td></td>
<td>Provision of 8 pairs of dropped kerb crossing points along both the A6136 Richmond Road and Shute Road</td>
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<td></td>
<td>Improvement in dropped kerb crossing points across the eastern and southern arms of the Camp Centre roundabout junction.</td>
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<td></td>
<td>Provision of a controlled pedestrian crossing across the A1636 Richmond Road in the vicinity of the health centre in Catterick Garrison.</td>
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<td></td>
<td>Improving the surface and dropped kerbed access across the northern footway arm of the A1636 Richmond Road/Hipswell Road/ Hipswell Road West roundabout junction.</td>
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<tr>
<td>B</td>
<td>A6136 Catterick Road between Catterick Garrison and Catterick Bridge.</td>
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<td></td>
<td>Construction of a new section of footway along the southern side of the A6136 Catterick Road immediately east of Easton Road in Colburn.</td>
<td>13</td>
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<tr>
<td></td>
<td>Construction of a new section of footway along the western side of Colburn Lane extending between the A6136 Catterick Road/Colburn Lane junction and the Cravendale/Colburn Lane junction.</td>
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<td></td>
<td>Installation of a controlled pedestrian crossing across the A6136 Catterick Road in the vicinity of Catterick Bridge.</td>
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<td>Provision of 7 pairs of dropped kerb crossing points across side road junctions along the A6136 Catterick Road</td>
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<tr>
<td>Area</td>
<td>Action</td>
<td>Estimated Cost (2007 GBP)</td>
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<tr>
<td><strong>Catterick and Catterick Garrison</strong></td>
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<tr>
<td><strong>Colburn Residential Area</strong></td>
<td>Construction of short section of footway at the Colville Road/Forest Drive junction.</td>
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<td></td>
<td>Point closure access improvements at Lavender Court/Broadway and footway surface improvements along Blue Nile Way.</td>
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<tr>
<td></td>
<td>Provision of 13 pairs of dropped kerb crossing points across side road junctions to assist in defining the pedestrian routes within the Colburn residential area.</td>
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<tr>
<td><strong>Byng Road/Hipswell Road (Hipswell Village)</strong></td>
<td>Construction of a new section of footway along the eastern side of the carriageway in the vicinity of St John’s Church, provision of controlled crossing points, and provision of 5 pairs of dropped kerb crossing points within the village centre.</td>
<td>119</td>
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<tr>
<td></td>
<td>Construction of new section of footway along the northern side of Hipswell Road between the A6136 Richmond Road/Hipswell Road junction and the Hipswell Road/Jaffa Road junction.</td>
<td>6</td>
</tr>
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<td></td>
<td>Alter the position of the litter bin on the north-eastern side of the Horne Road/Byng Road/Catterick Road junction (maintenance issue).</td>
<td>Maintenance issue</td>
</tr>
<tr>
<td><strong>Carnagill and Wavell residential area</strong></td>
<td>Improving the surface condition of the footway surface of Wavell Road for access to school</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>Provision of an uncontrolled crossing point across Hipswell Road West in the vicinity of Ainse Road and provision of 22 pairs of dropped kerb crossing points across side road junctions along Hipswell Road West, Allenby Road, Wavell Road, Essex Close and Roman Crescent.</td>
<td>27</td>
</tr>
<tr>
<td><strong>Gough Road</strong></td>
<td>Provision of a new section of footway on the northern side of the highway in the vicinity of the library.</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>Provision of 10 pairs of dropped kerb crossing points across side road junctions along Gough</td>
<td>12</td>
</tr>
<tr>
<td>Road</td>
<td>Maintenance Issue</td>
<td></td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>-------------------</td>
<td></td>
</tr>
<tr>
<td>Modification of tactile paving at eastern entrance to Richmondshire Walk Retail Park (maintenance issue).</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>G</strong> Brompton on Swale</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Resurfacing of southern footway on Bridge Road between St Edmunds Close and Curteis Drive.</td>
<td>4 20</td>
<td></td>
</tr>
<tr>
<td>Provision of 3 uncontrolled crossing points: across Richmond Road close to the junction with Bridge Road; across Station Road in the vicinity of Oakleigh House; across Station Road in the vicinity of Brompton Court; and provision of 14 pairs of dropped kerb crossing points across side road junctions within Brompton-on-Swale</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>H</strong> A6136 Gatherley Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provision of two uncontrolled crossing points across the A6136 Gatherley Road: in the vicinity of Citadella Close; and in the vicinity of property High Meadows, and provision of 3 pairs of dropped kerb crossing points across side road junctions along Gatherley Road</td>
<td>8 12</td>
<td></td>
</tr>
<tr>
<td>Work with landowners to try and restrict parking on the footway near Industrial Estate.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>I</strong> Scotton Road, Bedale Road and Hunton Road</td>
<td>37 13</td>
<td></td>
</tr>
<tr>
<td>Construction of a section of footway along the western side of Hunton Road carriageway between Glebe Avenue and Kestrel Drive, and provision of pedestrian route across Bedale Bridge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provision of 9 pairs of dropped kerb crossing points across side road junctions along Bedale Road and Scotton Road including improved surfacing at the Hunton Road/Bedale Road/Scotton Road junction.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>J</strong> Catterick Bridge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Widening the footway along the eastern side of the carriageway of Catterick Bridge.</td>
<td>13 20</td>
<td></td>
</tr>
<tr>
<td>Provision of a controlled pedestrian crossing across the A6136 Leeming Lane in the vicinity</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Catterick and Catterick Garrison Pedestrian Action Plan

<table>
<thead>
<tr>
<th></th>
<th>K Catterick Village, Leeming Lane and High Street</th>
<th></th>
<th>L Tunstall Road, James Lane and Horne Road</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Provision of a controlled pedestrian crossing across High Street in the vicinity of the medical centre; the provision of 2 uncontrolled crossings in the village centre including across Low Green and in the vicinity of Oran Lane/Leeming Lane junction; and improvements to pedestrian routes as detailed in the Catterick Village Improvement options.</td>
<td>180 (option A or Option B; 50 (option B)</td>
<td>Provision of a pedestrian route along James lane (part shared with cyclists) including provision of an uncontrolled crossing point across Horne Road north of the junction with Loos Road.</td>
</tr>
<tr>
<td></td>
<td>Provision of 19 pairs of dropped kerb crossing points across side road junctions within Catterick Village</td>
<td>21</td>
<td>Surface maintenance required along the footway of Brough Meadows</td>
</tr>
</tbody>
</table>
Appendix 4 - Catterick and Catterick Garrison Cycle Plan
Catterick and Catterick Garrison
Cycle Plan

January 2007

Prepared for
North Yorkshire County Council

Prepared by
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Report Title  Cycle Plan

Revision  01

Reference

Status  Final

Control Date  18th January 2007

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<td>18.1.7</td>
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Distribution

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<td>NYCC</td>
<td>Barrie Mason</td>
<td>Issued with Strategy</td>
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1 Introduction

In March 1999 North Yorkshire County Council adopted a North Yorkshire Cycling Strategy. The overall objectives of the strategy are:

- To maximise the role of cycling as a transport mode, in order to reduce the use of private cars for utility and recreational purposes.
- To develop a safe, convenient, efficient and attractive transport infrastructure that encourages and facilitates the use of walking, cycling and public transport and which minimises reliance on, and discourages unnecessary use of private cars.
- To ensure that policies to increase cycling and meet the needs of cyclists are fully integrated into the Structure Plan, Local Transport Plan, the Road Safety Plan and all other relevant strategies to encourage the appropriate authorities to do likewise for the District Local Plans.

Policy 2 of the strategy states:

‘Cycle studies for each of the major market towns, the two National Parks and other rural areas of the county will be carried out and where appropriate cycle plans developed and implemented. The Sustrans National Cycle Network will form an integral part of these plans’.

The Catterick and Catterick Garrison Cycling Plan builds upon the work previously undertaken by Sustrans ‘Catterick Garrison Millennium Paths’ and has been developed as part of the Catterick and Catterick Garrison Traffic Management Strategy.

It is entirely consistent with the latter strategy, but can be read separately without referring to the strategy document. The Plan has been produced with input from both Members and Officers of North Yorkshire County Council, and:

- Richmond District Council
- Highways Agency
- Confederation of Passenger Transport UK
- British Horse Society
- Dales and District Travel (Proctors Coaches)
- Catterick Garrison Saddle Club
• Town Centre Manager for Richmond
• Yorkshire Motorcycle Action Club
• Hudswell Parish Council
• Brompton on Swale Parish Council
• Tunstall Parish Council
• Appleton East and West Parish Council
• St Martin’s Parish Council
• Hipswell Parish Council
• Brough with St Giles Parish Council
• Garrison Headquarters, Catterick Garrison
• Defence Estates
• Cyclists Touring Club
2 Problems and Opportunities

2.1 Topography

Catterick Village is located on the western bank of the River Swale, 1 mile to the south of Catterick Bridge and 5 miles south east of Richmond and 7 miles north-west of Bedale. It stands close to the site of the Roman signal station of Cataractonium. Catterick Bridge is a small settlement where the original Roman road crossed the River Swale. Catterick Village lies about 55m above sea level, with Catterick Bridge upstream at 60m above sea level.

Catterick Garrison sits on an elevated plateau 2 miles west of the A1 and 2 miles south of the market town of Richmond. It is generally over 100 metres above sea level, with the highest point 170 metres above sea level on Hipswell Road West. The Garrison has responsibility for 34 square miles of land, with the main Garrison area consisting of 2,400 acres. Within the Garrison there are 19 separate barrack complexes with accommodation for 6,000 single service personnel and nearly 1,770 Service Families Accommodation units spread across 22 estates. The Garrison continues to expand in size and is the largest British Army Garrison in the world. As such, it has been recognised as a town in its own right.

2.2 Communications and Highways

The village of Catterick has developed organically over a long period of time and follows the line of the A6136 Leeming Lane relatively closely. This is the main road through the village which leads to Catterick Bridge and Brompton on Swale to the north. The village is bounded to the south by the A1 and Marne Barracks. To the north west of the village lies the racecourse. Race meetings are held throughout the year and the racecourse is also host to Catterick Market every Sunday. This market is the largest in the north of England.

The usual problems of high levels of traffic, high vehicle speeds, the presence of Heavy Commercial Vehicles and other issues which form a deterrent to cycling are evident in the village.

The Garrison has developed in stages since 1915 with the majority of the central buildings, such as the Garrison Headquarters, being constructed in the 1930’s. The Garrison is unusual in its structure as the various barrack complexes are dispersed and remote from one another. This structure is
the result of the perceived air threat at the time at which they were built. The main road through the Garrison is the A6136 Catterick Road/ Richmond Road which links the Garrison with Catterick Village to the east and Richmond to the north. Other, more minor roads, link to the barracks and areas of accommodation as well as the villages of Scotton and Tunstall.

Further cycle links are required to produce a more cohesive network between the barracks, areas of housing, and the main facilities at the Camp Centre e.g. shops, banks, schools and leisure facilities. Linking Catterick Garrison with the surrounding settlements (e.g. Catterick Village) is also seen as vitally important in reducing private car use.

The Cyclists Touring Club (CTC) recommends that gradients on cycle routes should not exceed 3%. The gradients within Catterick and Catterick Garrison are largely within the CTC recommendations and are not seen as a barrier to the development of a stronger utility cycling culture.

In both the village and the Garrison the standard of highway maintenance is adequate for general use but there is a need to pay special attention to the highway near the kerbside. The often carelessly fitted or positioned road gulley or manhole cover can significantly reduce the effective width available for a cyclist and pose a safety hazard.

This study has shown that in the older settlements of Brompton on Swale and Catterick Village, the lack of available land and road width restricts the provisions which can be made for cyclists to on-road advisory cycle lanes, traffic calming, or reductions in speed limits. However, the study has also shown that, due to the younger nature of the Garrison settlement, there is opportunity to provide additional off road cycle links within the area to complement those already in existence. The provision of on road provisions such as mandatory/advisory cycle lanes is also possible.

2.3 Integration with Public Transport

There is scope to integrate cycle use with public transport, particularly as part of a longer journey, for example, through the provision of secure cycle parking at key bus stops, or ultimately the provision of cycle racks on buses connecting with the national rail network at Darlington.
2.4 The Disused Railway Line to Richmond and Darlington

The Catterick Military Railway closed in October 1964, and the railway line which ran from Richmond to Brompton on Swale to Darlington closed in 1969. Much of these lines are no longer evident as the land has been redeveloped. However, some remaining sections could be converted into footpath/cycleways.

For example, it would be possible to use old railway 'Iron Bridge' on the outskirts of Brompton on Swale to provide an off road cycle crossing. This bridge is owned by Yorkshire Water and currently carries pipes across the River Swale. It is located close to Catterick Bridge which is narrow and carries high levels of fast moving traffic and is therefore a hazard to cyclists.

2.5 The National Byway

The National Byway is a heritage cycle route. The route passes close to the north-west edge of Catterick Garrison after passing through the Georgian town of Richmond to the north. It is intended to provide a link to this route via Plumer Road as part of this Cycle Plan.

2.6 Safe Cycle Routes to School

There are 9 schools in the area:

- Brompton on Swale C of E Primary School
- Carnagill Community Primary School
- Colburn Community Primary School
- Hipswell C of E Primary School
- Le Cateau Community Primary School
- Michael Syddall C of E Aided Primary School
- Risedale Community College
- Wavell Community Infant School
- Wavell Community Junior School
The ‘Hands Up’ survey carried out by the County Council to ascertain various travel statistics produced the results in Table 1 with regard to cycling to school (The most recently available data for each school has been utilised).

<table>
<thead>
<tr>
<th>School</th>
<th>Total Pupils</th>
<th>% of Pupils who Cycle to School</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brompton on Swale C of E Primary School</td>
<td>152</td>
<td>No data</td>
</tr>
<tr>
<td>Carnagill Community Primary School</td>
<td>73</td>
<td>No data</td>
</tr>
<tr>
<td>Colburn Community Primary School</td>
<td>307</td>
<td>4.35</td>
</tr>
<tr>
<td>Hipswell C of E Primary School</td>
<td>154</td>
<td>No data</td>
</tr>
<tr>
<td>Le Cateau Community Primary School</td>
<td>319</td>
<td>3.7</td>
</tr>
<tr>
<td>Michael Syddall C of E Aided Primary School</td>
<td>211</td>
<td>7.76</td>
</tr>
<tr>
<td>Risedale Community College</td>
<td>218</td>
<td>9.28</td>
</tr>
<tr>
<td>Wavell Community Infant School</td>
<td>204</td>
<td>8.68</td>
</tr>
<tr>
<td>Wavell Community Junior School</td>
<td>211</td>
<td>No data</td>
</tr>
</tbody>
</table>

Table 1: Percentage of pupils cycling to school in Catterick, NYCC Hands-up Survey

The levels of cycling to school are relatively high for three of the schools (between 7 and 10%) and show that there is some demand to cycle to school within the area. Given the proposals outlined in this Cycle Plan, and the extensive off-road cycle facilities in the Garrison area there is still scope for further increasing cycling to school.

2.7 Cycle Parking

Cycle parking is provided at a number of locations, although a random survey showed that the majority of stands were unoccupied.

There are no secure lockers in the Garrison or Village where a cycle may be left in the knowledge it would be safe from vandalism or theft.
Schools for which School Travel Plans have been received indicate that the numbers cycling to school may increase if secure parking facilities were made available.

### 2.8 Cycle Use: Traffic Speed and Flow

A series of 12 hour manual classified traffic surveys were undertaken on Tuesday 29 November 2005 at a large number of intersections, selected to be a representative sample of vehicular flow and characteristics. The data collected through these counts, representing the number of cyclists observed on the carriageway, is shown in Table 2. It should be noted that much of the cycle network in Catterick Garrison is off-carriageway, so the count data should be treated with caution.¹

Speed data was also collected in the Catterick Area, Table 3 showing the average 12 hour 85th percentile speeds recorded at several specific locations.

<table>
<thead>
<tr>
<th>Location</th>
<th>No. of Cyclists Observed (12 hours)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Haig Road/Richmond Road</td>
<td>13</td>
</tr>
<tr>
<td>Plumer Road/Haig Road</td>
<td>7</td>
</tr>
<tr>
<td>Hipswell Road/Plumer Road</td>
<td>15</td>
</tr>
<tr>
<td>Leyburn Road/Plumer Road/Ava Road</td>
<td>11</td>
</tr>
<tr>
<td>Richmond Road/Hipswell Road</td>
<td>34</td>
</tr>
<tr>
<td>Richmond Road/Gough Road</td>
<td>8</td>
</tr>
<tr>
<td>Garrison Roundabout</td>
<td>11</td>
</tr>
<tr>
<td>Scotton Road/Loos Road</td>
<td>20</td>
</tr>
<tr>
<td>Loos Road/Horne Road</td>
<td>21</td>
</tr>
<tr>
<td>White Shops Traffic Signals</td>
<td>14</td>
</tr>
<tr>
<td>Catterick Road/Colburn Lane</td>
<td>5</td>
</tr>
<tr>
<td>Catterick Bridge</td>
<td>25</td>
</tr>
<tr>
<td>Catterick Village</td>
<td>19</td>
</tr>
</tbody>
</table>

Table 2: Number of cyclists observed at various locations in Catterick and Catterick Garrison, 2005

¹ Automatic Cycle Counters were installed at three locations in 2005. Data from these counters has been used to establish cycling targets for Catterick and Catterick Garrison in Section 4 of this report.
<table>
<thead>
<tr>
<th>Survey Site Description</th>
<th>Direction</th>
<th>85th percentile speed (mph)</th>
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<tbody>
<tr>
<td>Wavell Road</td>
<td>Northbound</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>Southbound</td>
<td>19</td>
</tr>
<tr>
<td>Hipswell Road West</td>
<td>Eastbound</td>
<td>32</td>
</tr>
<tr>
<td></td>
<td>Westbound</td>
<td>28</td>
</tr>
<tr>
<td>Hipswell Road</td>
<td>Eastbound</td>
<td>34</td>
</tr>
<tr>
<td></td>
<td>Westbound</td>
<td>28</td>
</tr>
<tr>
<td>Hunton Road</td>
<td>Northbound</td>
<td>39</td>
</tr>
<tr>
<td></td>
<td>Southbound</td>
<td>39</td>
</tr>
<tr>
<td>Gough Road</td>
<td>Eastbound</td>
<td>35</td>
</tr>
<tr>
<td></td>
<td>Westbound</td>
<td>33</td>
</tr>
<tr>
<td>Plumer Road</td>
<td>Northbound</td>
<td>39</td>
</tr>
<tr>
<td></td>
<td>Southbound</td>
<td>39</td>
</tr>
<tr>
<td>A6136 Catterick Road</td>
<td>Eastbound</td>
<td>34</td>
</tr>
<tr>
<td>(near Aldi Roundabout)</td>
<td>Westbound</td>
<td>33</td>
</tr>
<tr>
<td>A6136 Catterick Road between</td>
<td>Eastbound</td>
<td>34</td>
</tr>
<tr>
<td>Colburn and Hipswell</td>
<td>Westbound</td>
<td>28</td>
</tr>
<tr>
<td>A6136 Richmond Road near Gaza Barracks</td>
<td>Northbound</td>
<td>44</td>
</tr>
<tr>
<td></td>
<td>Southbound</td>
<td>44</td>
</tr>
<tr>
<td>A6136 High Street Catterick Village</td>
<td>Northbound</td>
<td>43</td>
</tr>
<tr>
<td></td>
<td>Southbound</td>
<td>41</td>
</tr>
<tr>
<td>Station Road Brompton on Swale</td>
<td>Eastbound</td>
<td>33</td>
</tr>
<tr>
<td></td>
<td>Westbound</td>
<td>34</td>
</tr>
<tr>
<td>Bridge Road Brompton on Swale</td>
<td>Eastbound</td>
<td>36</td>
</tr>
<tr>
<td></td>
<td>Westbound</td>
<td>31</td>
</tr>
</tbody>
</table>

Table 3: 12 hour average 85th percentile speeds, Catterick & Catterick Garrison, 2005

The combination of traffic volumes and traffic speeds on the main arterial routes within the Garrison tends to suggest the provision of segregated cycle facilities. On those routes with lower traffic flows cycle lanes or signed routes may be most appropriate.
2.9 Cycling Accidents

14 accidents resulting in slight injury to cyclists were recorded in the area covered by this cycle plan between 1 July 2001 and 20 June 2004. All of the accidents occurred in fine, dry conditions, and only two during the hours of darkness, both involving young cyclists not aware of the presence of moving vehicles. The age profile of those injured is shown in Table 4, suggesting that increased cycle training may be beneficial in reducing the number of cycling accidents in the plan area.

<table>
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<th>Age</th>
<th>Number</th>
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<td>0 – 5</td>
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</tr>
<tr>
<td>6 – 15</td>
<td>6</td>
</tr>
<tr>
<td>16 – 25</td>
<td>4</td>
</tr>
<tr>
<td>26 – 35</td>
<td>3</td>
</tr>
<tr>
<td>36 – 45</td>
<td>1</td>
</tr>
</tbody>
</table>

Table 4: Age profile of cyclists involved in accidents in Catterick and Catterick Garrison, July 2001 - June 2004

**Brompton on Swale**

Three accidents were recorded in Brompton on Swale, all involving cyclists riding on the pavement, being hit whilst crossing side-roads or accesses. Two of the accidents occurred on Gatherly Road and one on Richmond Road.

**Catterick Village**

Two accidents were recorded in Catterick Village, one involved a cyclist on Tunstall Road being hit by an overtaking vehicle, and one involved a child cycling into a bollard on the path from Kings Close, subsequently falling into the path of a slow moving vehicle.

**Colburn**

Two accidents were recorded in Colburn, both involving children riding into the path of moving vehicles, one a car and the other a moped.
Catterick Garrison

Seven accidents were recorded in Catterick Garrison:

- Two of the accidents occurred on Shute Road, both involving cyclists riding on the pavement, one riding into a car door opened into their path, and the other riding into a vehicle turning right into Shute Road from Richmond Road;
- One accident involved a collision at the entrance to Cambrai Barracks;
- One accident occurred in Tesco car park, a cyclist being unable to stop due to defective brakes;
- One accident occurred at White Shops when a cyclist turned right across the path of a moving vehicle;
- One accident involved two cyclists colliding at the cycle path crossing over Goodwood Road, one travelling along the road and the other along the cycle track; and,
- One accident involved a cyclist on Harley Road undertaking a vehicle turning into Carlton Road.
3 A Cycling Strategy for Catterick and Catterick Garrison

3.1 The Need for Clearly Defined and Safe Cycling Network

One of the main components of a successful cycle network which utilises the existing carriageway system is the establishment of a coherent network of cycle routes which can be clearly marked by signs and where practicable by road markings.

As stated the configuration of the highway system in and around Catterick Garrison and Catterick Village gives some opportunity for the creation of separate cycle tracks or highway space dedicated to exclusive cycle use. Cyclists invariably choose the shortest/quickest route and are often reluctant to accept circuitous detours which may be safer. The plan for Catterick Garrison and Catterick Village should therefore concentrate on the further development of, and extension to, the existing network.

The main proposals contained within the plan consist of a well signed network of routes with appropriate traffic engineering measures to create a safe environment for cyclists.

On-road routes require a high standard of maintenance especially near the kerb and existing gully grates may need to be replaced.

Where motor vehicles and cyclists are expected to share the same road space, the introduction of traffic calming measures may be appropriate to reduce traffic speeds.

3.2 Other Traffic Management Measures which Facilitate Cycling

The proposed network would be developed now and in the future so as to incorporate wherever possible, other measures which improve cyclists’ safety and give cyclists greater priority over other traffic.

Such measures could include:-

- Schemes which are designed to reduce traffic volumes
- Improved signing of all types
- Cycle priority phases at traffic signals
- Exemptions for cyclists from banned turns and traffic regulation orders that restrict access
- Changing priority at junctions
- Contra-flow cycle lanes
- On-street parking restrictions
- Providing gaps for cyclists in road closures
- Advanced stop lines for cyclists
- Adjusting lane markings to give more space for cyclists
- Improvement of the nearside carriageway channel
- Advisory and mandatory cycle lanes, bus/cycle lanes and widened nearside lanes.
- Shared footways
- Fully segregated cycle tracks with appropriate facilities at junctions
- Pedestrian/cycle bridges or underpasses which will provide short cuts across physical barriers.
4  The Proposed Cycling Network for Catterick and Catterick Garrison

The proposals for the overall cycling network are shown in more detail on Drawing Number 741101/002A. The proposed network consists of 6 main cycle routes as follows:

4.1  Route A - Brompton on Swale to Catterick Village Route, via Catterick Bridge

There is currently no provision for cyclists in the villages of Brompton on Swale, Catterick Bridge or Catterick. There are also no cycling facilities for those making journeys between these settlements. To encourage cycling in these areas, particularly for local journeys such as to the local shops and schools (Brompton on Swale and Michael Syddall C of E Primary Schools) cycle routes which link and serve each of the settlements have been identified.

Design Issues

On the B6271 (Bridge Road) through the centre of Brompton on Swale, the intention is to provide a signed on-road cycle route from Grange Road to the A6136 (Gatherley Road). The carriageway on Bridge Road is relatively wide and well surfaced. The signed route will link with the new off-road cycle route from Catterick Bridge to Catterick Garrison that is described in more detail in Section 4.2 of this report.

On the A6136, through Catterick Bridge and along Leeming Lane to the northern boundary of the residential area of Catterick Village, 40 mph speed limits will be introduced to reduce the speed of traffic and improve the cycling environment.

The highway through Catterick village (High Street) presents little opportunity for off-road cycle facilities. Consequently, advisory cycle lanes will be marked on either side of the carriageway, in conjunction with the installation of speed cushions to further calm the traffic. Other facilities for the High Street will be developed as part of the village centre traffic management scheme, although it should be noted that traffic volumes through the village should fall following the upgrading of the A1 to motorway standard.
At the end of High Street, before the junction arrangement giving access to the A1, a new 2.5 metre wide off-road cycleway will be constructed to link Marne Barracks with the village and all its facilities.

4.2 Route B - Catterick Garrison to Catterick Bridge

The existing off-road shared-use track on Catterick Road (A6136) extends from the Camp Centre to the Colburn Medical Centre, with a typical width of 2.5 metres located on the south side of the carriageway. This route will be extended to the settlements of Brompton on Swale and Catterick Village taking a route which mostly follows the course of the A6136.

Design Issues

From the medical centre it is proposed that 1.5 metre wide on-road cycle lanes are provided through the Walkerville industrial estate. The road through the industrial estate is quiet and has an excellent riding surface. This route also removes cyclists from the heavily trafficked A6136. After passing through the industrial estate a new 2.0 metre wide cycle track will be constructed on the existing path running parallel to the old, dismantled railway line (Plate 1). The route will rejoin the A6136 just past the roundabout so that cyclists can safely avoid this junction.

Plate 1: Path from A6136 to industrial estate
From this point, a new 2m wide shared-use path will be constructed on the southern verge as far as St Giles Farm Drive. Just prior to Ash House an informal crossing point will be provided and the path will continue on the northern verge of the A6136, at a width of 2.5m to the A1 overbridge.

The verge width is adequate for this shared-use path to be constructed, although the highway boundary is indistinct in places and the verge width varies. At its narrowest point in front of Ash House the verge is 3.6 metres wide. In order for the route to be constructed it will be necessary to build up the levels and remove some of the trees on the northern verge. Drainage into the main carriageway should also be provided to ensure the route does not become waterlogged.

At the A1 overbridge, the existing railway bridge which lies adjacent to the road bridge will need to be converted for use by cyclists and pedestrians. After crossing over the A1, the route will divert away from the A6136 and move towards Brompton on Swale on the course of the old railway line. Land ownership issues will need to be resolved.

To cross the River Swale, the footpath/cycleway will utilise the old railway bridge on the outskirts of Brompton on Swale. This bridge is currently owned by Yorkshire Water and carries pipes across the River Swale (Plate 2). The bridge will need to be converted for use by pedestrians and cyclists in order to provide a dedicated crossing which will be preferable to the narrow footways and carriageways of the heavily trafficked Catterick Bridge. A separate feasibility study has been carried out regarding the this bridge which confirms that conversion is feasible.
4.3 Route C - Catterick Garrison East-West Route: Richmond Road to Plumer Road via Gough Road

This proposed route extends the existing shared-use path which runs along the south side of Gough Road to Tesco. This route will act as a main distributor road for the residential areas to the north and south, providing safe access to the Tesco supermarket and the other facilities at the Camp Centre e.g. banks, other shops, leisure facilities, health centre.

Design Issues

It is intended that from TESCO, advisory on-road cycle lanes, 1.0 metre in width, will be provided up to the roundabout which gives access to the residential areas to the north of Gough Road. These advisory lanes will be coloured green and appropriate signs will be erected to mark the route. In addition, an unsegregated footpath/cycleway spur leading northwards from Gough Road to Ainse Road will be provided to give access to the residential areas and Carnagill Community Primary School. This will follow the route of the existing footpath (Plate 3) and should be 2.5 metres wide and signed. The existing bollards will be amended as part of the detailed design and construction of this shared-use path.

Plate 3: Existing path off Gough Road to Ainse Road

The advisory lanes on Gough Road will be extended round the roundabout, the route being provided as a 2.5m wide shared use path within the southern verge of Gough Road.
4.4 Route D - Catterick Garrison Central Area

Several extensions to the existing cycle routes within the Camp Centre are proposed to improve the coverage and continuity of the current cycle network and ensure safer cycle access to the shops, schools and other services.

Design Issues

The existing cycle route which links Wavell Infant and Junior Schools with the Camp Centre will be extended along the full length of Wavell Road up to the junction with Jutland Road. Direction signs will be erected (particularly at the junction), in addition to replacing the existing hazard warning signs.

The existing cycle route on Hipswell Road will be extended to provide a link to the Gaza and Jaffa Barrack complexes, signed on-road cycle routes.

Cycle access to the Risedale Community College will be improved with the provision of cycle routes on Richmond Road (from Hipswell Road to Shute Road) and Shute Road, with an off road spur linking to Catterick Road. These extensions will also provide good cycle access to the Garrison Swimming Baths located on Shute Road. On Richmond Road the extension will take the form of an on-road, signed cycle route, with coloured cycle lanes being provided on both sides of Shute Road. Appropriate signing will also be erected. The provision of coloured cycle lanes should help to minimise the level of car parking which currently takes place on Shute Road. If parking continues to be a problem, parking restrictions may need to be promoted.

The private area of parking off Shute Road needs to be redesigned to demarcate the parking and cycle track, cars currently encroaching onto the latter (Plate 4). This may include the provision of additional guardrail or bollards.
The off-road spur linking Shute Road and Catterick Road, will follow the existing footpath which leads over a small bridge to Heatherdene Road. The path is currently 1.9 metres wide and will need widening to 2.5 metres in order to accommodate both cyclists and pedestrians. The route will be progressed when the existing bridge (Plate 5) is upgraded. Consideration should also be given to a top dressing of calcined bauxite on the bridge to guard against cyclists skidding. The existing bollards on this path will also need removing or redesigning to aid cycle access.
Plate 5: Bridge to Heatherdene Road which needs to be upgraded

Where Shute Road meets Richmond Road at its southern end the existing crossing (Plate 6) will also need to be upgraded to ‘Toucan’ standard to facilitate access between this new route and the existing off road cycle routes.

Plate 6: Existing crossing near Tesco which needs to be upgraded to ‘Toucan’ Standard
4.5 Route E - Le Cateau School Route between Scotton Road and Horne Road

Existing off-road cycle routes are present on both Scotton Road and Horne Road from the Camp Centre to Loos Road. This route seeks to link these two roads and provide good cycle access to Le Cateau Community Primary School, the largest school in the study area.

**Design Issues**

A signed cycle route will be provided on Church Road, Le Cateau Road and Wensleydale Road. In addition, a Traffic Restriction Order (TRO) will be promoted to restrict motor vehicles access Le Cateau Road, which is a narrow highway and currently well used for parking by visitors to the school. The TRO will reduce traffic levels and improve the cycling environment as well as having positive safety benefits for children travelling to the school on foot.

4.6 Route F - Extension of Plumer Road Route towards Richmond

Existing off-road cycle paths link the Cambrai, Alma and Bourlon Barracks at the western edge of the Garrison. The proposed East-West off-road cycleway along Gough Road (described in Section 4.3 of this report) will link up with these existing routes. However, in order to provide a link to the National Byway and Richmond to the north, an extension of these cycle routes northwards along Plumer Road is proposed.

**Design Issues**

To extend the cycle route to meet the National Byway, Plumer Road will be closed to motor vehicles beyond Haig Road (Plate 7). Appropriate signing will be erected and turning heads will be provided at the point of closure. This point of closure will be between Haig Road and the T-junction to the north. Alternative and direct routes from Richmond to the Garrison are available for motorised traffic, although access for emergency vehicles will be maintained along Plumer Road through use of removable rising bollards. Access will be maintained for cyclists along the entire length of Plumer Road so they can gain access to the National Byway.
4.7 **Routes G and H - Extension of Southern Routes to Scotton and Tunstall**

As already discussed there are existing off-road cycle routes on both Scotton Road and Horne Road. These routes extend from the centre of the Garrison area, but terminate at either end of Loos Road. There is no cycle provision on Loos Road to link these two north/south cycleways. The following routes therefore propose to extend the north/south links to provide access from the villages of Scotton and Tunstall to the Catterick Cycle Network. They also seek to provide a further east-west link across Loos Road.
**Design Issues**

As Loos Road is not heavily trafficked, has a well maintained tarmac surface and is a relatively wide carriageway, 1.5 metre wide advisory cycle lanes will be marked either side of the carriageway and coloured green. Hunton Road from the village of Scotton to Loos Road will become a signed as a cycle route. 1.0 metre wide advisory lanes will be provided on either side of the road, but due to the narrowness of the carriageway the centre line will be removed. Three footpaths leading from the residential area to Hunton Road at the following locations will also be converted into shared-use paths:

- Kestrel Drive
- Grebe Avenue
- Oak Tree Avenue

On James Lane (see Figure 8), from Tunstall Village to Loos Road there will be some reallocation of road space in favour of cyclists. The total carriageway width is approximately 6.7 metres. On the western side of the carriageway a 1.7 metre wide strip will be marked with solid white lines, pedestrian and cycle symbols. The centre line of the carriageway will be realigned. This will have the effect of slowing the motorised traffic down and giving cyclists a well defined space.

*Plate 8: James Lane between Tunstall and Loos Road*
4.8 Safe Routes to School

The County Council is unable to identify any separate route facilities which would generally be suitable for travelling to school by pedal cycle, other than those described for Le Cateau Road. An emphasis is already being given to the introduction of traffic calming measures near to the schools. The County Council will continue to give support to ensure that cycle training is given to primary and secondary school children. The County Council will assist as far as it is able to provide secure and enclosed cycle parking at schools to protect bicycles from vandalism and theft.

4.9 Cycle Parking

Additional secure cycle parking will be provided at key destinations and facilities in parallel to the implementation of the cycle routes.

4.10 Cycle Promotion and Education

In order to ensure that the cycling facilities provided are fully used, the County Council will promote cycle use in Catterick Garrison and Catterick Village focusing on utility cycling. When the facilities are substantially complete, this will include the production of a route map, which will be distributed to all households and businesses in the area.

The County Council will also seek to encourage cycle use through the promotion of Green Travel Plans to major employers and School Travel Plans. Locally based Road Safety Officers will undertake much of this work.

During the course of a year, there are a number of national and local events and these may be used to promote cycling.

As an integral part of all cycling promotion the County Council reminds all road users of their responsibilities towards each other. The contribution that considerate behaviour by all road users can make in providing a safer and more pleasant environment should not be underestimated.
4.11 Local Cycling Targets

Within the North Yorkshire Cycling Strategy a total of seven key targets were established. These are:-

**Target 1** - To identify current levels of cycle usage in North Yorkshire and to subsequently determine and adopt locally appropriate targets which will contribute to a national doubling of cycle usage by 2002 and a further doubling by 2012.

**Target 2** - To identify current and potential levels of cycle use for trips to school and to determine and adopt targets to increase the modal share of cycling by pupils of 10 years or older.

**Target 3** - To identify and adopt targets to reduce the casualty rate for pedal cyclists per km cycled.

**Target 4** - To provide, and seek provision by other parties, a minimum of 50 cycle parking facilities per year throughout North Yorkshire.

**Target 5** - To provide on-road cycle training for 20% of 10-12 years olds.

**Target 6** - To identify and ensure that funding bids include significant plans and schemes to benefit cycling, in line with the local cycling strategy.

**Target 7** - To spend, in addition to funding from external sources, at least £70000 p.a. of the County Council Local Transport Plan budget on measures to improve facilities for cyclists.

The national priority to double of cycle use by 2002 and a further double it by 2012 has recently been replaced by local targets established within each Local Highway Authorities Second Local Transport Plan. It was felt more appropriate to set Target 3 at the Local Cycle Plan level rather than on a county wide basis.

Target 1: To increase cycle use in Catterick and Catterick Garrison by 1 percent per annum in line with the provisional cycle targets set out within NYCC’s Second Local Transport Plan (LTP2). Monitoring sites were installed in 2005 to establish a baseline dataset for this purpose.

The National Cycling Strategy suggests that targets for accident reduction for cyclists should be based on a reduction in the casualty rate per km cycled. This was essentially brought about due to past experience of cycle casualty reduction being brought about by reduced cycle use. Target 3 in
the North Yorkshire Cycling Strategy was originally to identify and adopt targets based on this philosophy. At present there is no accurate method of establishing cycle accident rates per km cycled. This plan therefore sets a target to maintain at the present low level the total number of cyclist casualties in Catterick Garrison and Catterick Village. The maintaining of the number of cyclist casualties when set against increased cycle use would indicate a decreased cycle casualty rate. In order to minimise random variations from year to year, targets will be set based on accidents in the three years before the target date.

Target 3: The number of cycle casualties not to exceed 14 in a three year period within the area covered by this cycle plan.
5 Implementation

Following the completion of the Cycle Plan, the routes and measures were packaged and assessed against North Yorkshire County Council’s new scheme prioritisation system. The outcome from this process is shown in Table 5. North Yorkshire County Council’s Richmondshire Area Committee has agreed the programme, and an officer group has been established to oversee the implementation of the strategy.
## Catterick & Catterick Garrison Integrated Transport Strategy

### Proposed Implementation Phasing Plan

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Table 5: Catterick and Catterick Garrison Cycle Plan Implementation Programme
Appendix 5 – Workshop 1 Discussion Notes
Catterick and Catterick Garrison
Traffic Management Strategy

Workshop 1 Notes

30 June 2005

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Document Control Sheet

Project Title: Catterick and Catterick Garrison Traffic Management Strategy

Report Title: Workshop 1 Notes

Revision: 1

Status: Final

Control Date: 30 June 2005

Record of Issue

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Catterick and Catterick Garrison Traffic Management Strategy

The First Stakeholder Workshop

Brainstorming

Issues Identified through the Brainstorming Session

Catterick Village

Group Discussion

Summary of Group Discussion Notes

Brompton on Swale and Catterick Bridge

Pedestrian and Cycle Routes

Traffic Issues

Catterick Garrison

Pedestrian, Cycle and Motorcycle Facilities

Public Transport

Traffic Issues

Car Parking

Catterick Village

Pedestrian Issues

Colburn

Pedestrian, Cycle and Equestrian Roads
1 Catterick and Catterick Garrison
Traffic Management Strategy

1.1 The First Stakeholder Workshop
North Yorkshire County Council and its partner consultation Mouchel Parkman
began developing a Traffic Management Strategy for Catterick and Catterick
Garrison early in 2005.

The aim of the Traffic Management Strategy is to identify and develop options for
traffic management over a 5-10 year period, and to undertake extensive public
consultation to ensure that any adopted strategy has widespread support.

One of the first elements of developing a traffic management strategy is a workshop
with key stakeholders aimed towards identifying and exploring concerns and issues
for further investigation.

This document is a record of the comments, issues and concerns identified by those
attending the workshop held at Garrison Headquarters, Catterick Garrison on 14th
April 2005.

If you would like to comment on any aspect of the contents of this document, please
contact Matthew Steele at the address shown on the cover sheet.
2 Brainstorming

2.1 Issues Identified through the Brainstorming Session
An open brainstorming session was held with the participation of all of the stakeholders in order to identify issues for more detailed discussion in focus groups. All of the issues identified have been included in Appendix 1, in the order they were raised.

2.2 Catterick Village
In addition to the issues raised through the brainstorming session, County Councillor Carl Les provided a number of issues affecting Catterick Village, the representatives of the Parish Council being unable to attend. These issues are listed below.

- Pedestrian routes around the village need to be improved to facilitate access for all, especially the elderly, those with buggies and wheelchairs. Dropped kerbs, footway widths, surfacing and lighting need to be considered, for example, on High Street, outside the Angel Public House and the Community Works Office. The bollards on the bridge also need to be repositioned to restrict parking.

- A safe pedestrian crossing point is needed on Leeming Lane and a light controlled pedestrian crossing is required on the A6136 in the village centre near Booth Hall. This would contribute towards providing safe routes to school.

- Pedestrian and cycle links outside the village need to be improved, including those to Tunstall, Catterick Garrison and around the village limits.

- Bus services need to be improved, including timing and connections to the Friargate Hospital in Northallerton.

- There is a need to introduce a School Safety Zone and a 20mph speed limit.

- Inappropriate speeds on Tunstall Road, Leeming Lane, Low Lane and High Green need to be assessed, as does the location of the existing 30mph signing.

- Parking need to be reviewed around the Tunstall Road / A6136 junction, in the village centre, on Beckside, outside the Co-op and on High Green. Parking on footpaths is a particular problem as is the lack of appropriate disabled parking bays.

- On Sundays parking on the grass verges along the A6136 associated with the Market held at the racecourse is problematic.

- Heavy Commercial Vehicles parking outside shops in the village also causes an obstruction.
3 Group Discussion

3.1 Summary of Group Discussion Notes
The issues discussed by all three workshop groups are summarised below. When it has been possible, the issues have been grouped by area, the exceptions being the Equestrian Route Network and Road Signing.

3.2 Brompton on Swale and Catterick Bridge
3.2.1 Pedestrian and Cycle Routes
The Parish Council would like to develop the network of safer walking and cycling routes within and around the village (to Catterick Village and Catterick Garrison) including considering the potential for use of the Iron Bridge across the River Swale. This would address a number of problems including the poor pedestrian facilities at Catterick Bridge where the footways are too narrow for wheelchair use. Requests were also made for a formal crossing point opposite the new residential estate because at present the access to the estate by all but car was considered to be poor, for the formalisation of the pedestrian route to the C of E Primary School via the Caravan Park, and for the improvement of footways along Gatherley Road and the surrounding residential areas. At the time of writing, a feasibility study into the use of the Iron Bridge has been concluded and the results are being considered by the County Council.

3.2.2 Traffic Issues
Concern was expressed about the potential Highway Agency plans to upgrade the A1 and the impact this may have on the village. It was thought likely that lorries needing to access the industrial estate at Brompton would need to cross over Catterick Bridge which is considered to be narrow and that the racecourse junction may require the introduction of traffic signals which could be problematic. Options have also been considered previously for the racecourse junction, but visibility is a major problem and it was decided by the County Council that the current layout is the safest option.

It was said that at present traffic related problems in Brompton are limited to Sundays when the market at the racecourse increases traffic levels considerably. The Area Traffic Manager stated that he was currently investigating ways of improving both the phasing of the traffic signal controlled junction and reducing collisions between vehicles at the location, particularly those heading southbound and turning right. The market generates significant levels of traffic and concern was expressed about the potential of traffic queuing back onto the running lanes of the improved A1 at the Catterick Central junction. Exit from the car park is also difficult at present and parking on the verges of the A6136 has become such a problem that it is understood that the police have run out of penalty notices on such occasions.
On a day-to-day basis it was suggested that parking in the vicinity of the shop in Brompton on Swale ‘reduces visibility and safety for all road users’, and that speeds are still excessive despite the introduction of traffic calming features.

3.3 Catterick Garrison

3.3.1 Pedestrian, Cycle and Motorcycle Facilities
There is a need to consider the wider cycle network, including north to south routes, links between the private MOD network and the County Council’s network, routes within residential areas and to Richmond. The provision of both secure cycle parking and secure motorcycle parking at key locations also needs to be addressed. The alternatives to vehicle ownership presented by Wheels 2 Work and Cars 4 U were also noted, as was a request to introduce a 20mph zone in the centre of the Garrison to increase safety for vulnerable road users.

3.3.2 Public Transport
Richmondshire District Council has recently terminated their leases on all of the bus stops within the Garrison and surveys have shown that four bus shelters have been demolished and a number are in a poor state of repair. This is the subject of ongoing discussion between the MOD and Richmondshire District Council. NYCC and the MOD are currently considering the location and provision of facilities at stops. It was also noted that provision of taxi ranks at the entrances to barracks is poor and an ongoing concern. Concern was expressed over the provision of bus services and particularly the integration between services. Comments relating to bus services, including the need to improve services to the Friarage Hospital in Northallerton and penetration into rural areas, possibly through development of community transport solutions will be passed on to the County Council’s Passenger Transport Group.

3.3.3 Traffic Issues
Concern has been raised over the proximity between the entrance to the new Aldi store at Camp Centre and the adjacent roundabout. It was also suggested that a significant capacity issue on the A6136 is the current operation of the signal controlled junction at the White Shops (Horne Road / Byng Road), capacity also being limited from the signals to Camp Centre. Solutions suggested to alleviate these problems included the introduction of a right-turn ban for vehicles exiting the Aldi store and increasing the time given to the A6136 at the traffic lights. It is understood that improvement will be made to the A6136 / Gough Road junction in line with future developments.

3.3.4 Car Parking
Illegal parking and vehicles parking inappropriately causing danger to other road users were mentioned in a number of locations including outside the White Shops on the loading and disabled bays and on the bus stop, along Hilliard Row and in the vicinity of to Le Cateau Primary School. It is understood that there is adequate parking behind the White Shops which is currently underutilised. In addition to terminating their leases on bus shelters, Richmondshire District Council has also terminated its lease on car parks within the Garrison.
3.4 **Catterick Village**

In addition to the list of issues provided in the previous section, a report entitled 'The Catterick Village Landscape Enhancement Assessment' was submitted to the project team at the workshop and pedestrian issues were discussed at some length.

3.4.1 **Pedestrian Issues**

There is a need for signal controlled pedestrian crossings to be provided to aid pedestrians crossing the A6136 at Leeming Lane and outside the Spar shop. It was noted that in the past requests had been made for the introduction of a 20mph speed limit through the village, but that a petition was raised against the idea. Traffic speeds are still an issue and there are also a number of routes around the village, including from the Residential Home where dropped crossing points have not yet been provided.

3.5 **Colburn**

3.5.1 **Pedestrian, Cycle and Equestrian Roads**

The footways are too narrow in the vicinity of the White Shops and along Horne Road. There is a need to extend the existing cycle track from the Surgery to Brough Lane.

3.5.2 **Traffic Issues**

Two 20mph schemes are currently being progressed on Colburn Lane. The extent and impact of these schemes needs to be kept under review. The mini-roundabouts introduced on the A6136 have given cause for concern and requests were made for their removal. It was explained that until the full impact of increased traffic entering from the roundabouts from new developments on side roads, the effectiveness of the roundabouts could not be accurately judged, and that the County Council has an ongoing programme of monitoring in place. It was noted that Lorries Parking, particularly on the Colburn Business Park site was an ongoing problem that would need to be assessed as development of the site occurs. Signing along the A6136 was also brought into question with 60 signs being reported between Brough Lane and the Colburn Roundabout. It was suggested that an audit of the signing should be undertaken.

3.6 **Hipswell**

3.6.1 **Pedestrian, Cycle and School Related Issues**

A number of issues were raised in relation to the Secondary School in terms of pedestrian access, the impact of vehicular transport and the behaviour of pupils. Whilst it is difficult to tackle the latter in relation to traffic management, it is understood that Hipswell has a high percentage of elderly people that are reluctant to leave their homes, particularly during the school lunchtime and this impacts on accessibility, mobility and quality of life.
The secondary school is currently accessed by about 600 pupils, and the site by up to 200 employees. A third of the pupils and most of the employees are understood to arrive at the site by car. It is thought that this has an impact on adjacent roads as well as in the school ground itself. A further third of the pupils are said to arrive by coach with the remainder walking or cycling. For those walking, crossing the A6136 Richmond Road is a major problem. Crossing Hipswell Road both to the sports fields attached to Gaza Barracks and where footways are not present on both sides of the road is also problematic as is pedestrian access via Byng Road and Vicarage Road.

Possible suggestions to solve the problems included requesting that the Education Department look at the provision of a vehicular entrance from Shute Road with coach facilities and additional parking capacity within the school grounds, improvements to footways and footway lighting, provision of a cycle route and associated cycle training, and the provision of pedestrian barriers and signal controlled crossings on Richmond Road and Hipswell Road. The feeling was expressed that 'there is a need to make footways more attractive in order to encourage walking'.

### Road Safety

Hipswell is served by a single through road which links to the A6136 both to the North and East of Catterick Camp Centre, and as such, becomes a favoured route to avoid congestion, particularly at peak times when anecdotal evidence suggests a time saving of up to 7 minutes. The road itself is poorly aligned both horizontally and vertically in comparison to modern standards. Visibility is poor in the vicinity of and when exiting, a new Redrow housing development, and speeds are considered to be excessive. At present, it is thought to be considered by some drivers as a route where you 'see how fast you can go'. As a result several vehicles have left the road and ended up in the Military Cemetery, and temporary crash barriers have been erected inside the Cemetery to limit further damage to graves. Possible suggestions to solve the problems included traffic calming, vehicle actuated signing and the introduction of a 20mph speed limit.

### Scotton

#### Pedestrian, Cycling and Road Safety Issues

The main problems and issues raised in Scotton relate to the routes to the east and west of the residential area, Bedale Road and Hunton Road respectively. On Bedale Road, the bridge over Thieves Gill causes particular problems. There is no pedestrian facility and although the route is used by large vehicles, the bridge is effectively single track. Further south on Bedale Road, the junction with Hawkswell Lane and Moor Lane was considered to be very problematic in terms of speeds on the route and limited visibility, and it was also requested that consideration is given to Arrathorne crossroads. On Hunton Road, the combination of high vehicle speeds, lack of footways and lack of street lights gave cause for concern.
It was also noted that there is a tendency for vehicles to park on the footways throughout the residential area, impeding pedestrian access and causing damage, and that there is no footway on Oak Tree Avenue between Beech Close and Birch Close. The lack of cycle routes between Scotton and Catterick Garrison was also discussed.

Suggestions for improvement included the provision of a pedestrian bridge over Thieves Gill with a path set back from the road and an appropriate crossing point, introduction of traffic calming or controlled working. It was also asked that caravan route signing be investigated as part of the TMS.

3.8 Tunstall
3.8.1 Traffic Issues on Tunstall Road
The primary issue within Tunstall relates to the level of traffic using Tunstall Road and then James Lane or Moor Lane as a southerly route from the A1 to Catterick Garrison avoiding the A6136. Anecdotal evidence suggests that traffic may have doubled on the route recently with something like 160 vehicles per hour passing though Tunstall. Regardless of the number of vehicles, speeds through Tunstall are considered to be inappropriate, even though it is understood that speeds have reduced to about 33mph. Vehicles are currently parked on the footways to avoid speeding vehicles with the impact that pedestrians are forced into the road and access is prevented from those using wheelchairs. It was also noted that the bus stop opposite Manor Farm could be improved through the provision of a lay-by, but that access to the bus stop also needs to be improved.

The use increasing use of Brough Road, particularly on Sundays is also giving cause for concern. Issues include the bridge over Brough Beck, it’s t-junction with Tunstall Road and the lack of opportunities for vehicles to pass one another.

Suggestions for improvement included the introduction of traffic calming on Tunstall Road through the use of chicanes, and passing places on Brough Road. Consideration also needs to be given to the routing of school and MOD contract bus services and a request was made for the construction of a footway from Tunstall to Catterick Garrison. Traffic count and speed information will be collated to provide a more comprehensive view of the situation.

3.9 Equestrian Routes
The County Council is currently progressing the development of it’s equestrian strategy, notwithstanding this, given the number of horses and riders in and around the study area, it seems appropriate to give a full consideration to any suggested improvements to the equestrian networks. It is also timely that that MOD suggested that they would like to assist in this task, considering developing permissive bridleways throughout the Garrison and woodland area if an agreement could be reached on future maintenance and management of the routes. It also suggested that a licensing scheme could be implemented for access onto such routes.
Suggestions included:

- Converting the former railway alignment into a bridleway to link with other bridleway routes present in the north and east of Catterick Garrison.

- Providing a bridleway link to the existing routes located to the east of Catterick as access to these routes is currently only available via Gatherley Road which is considered unsuitable for equestrian to cross the carriageway.

- Ensuring that sections of bridleway which were acquired for development are replaced, including those in Colburn acquired for residential development and development of Colburn Business Park.

- Providing bridleways alongside cycle routes to allow suitable access for equestrians rather than having to use the surfaced cycle paths.

- Providing passing places along Brough Lane as this access route to Richmond Equestrian Centre (Breckonbrough) is of inadequate width to accommodate the numerous passing vehicles, particularly horse transporters and agricultural vehicles.

- Improve equestrian crossing facilities across the A6136, including the provision of Pegasus crossings.

### 3.10 Road Signing

It was suggested that the current directional, car parking and pedestrian signing was inadequate in some areas and that the maintenance of signs also needed to be improved. Problems were indicated with the signing of routes used by MOD tracked vehicles, signing from the A1 to Richmond (the suggestion being that it would be better to sign Richmond traffic from Scotch Corner), speed limit signing in Brompton on Swale, Catterick Village and Tunstall, signing of the narrow bridge on Bedale Road and the bend on Hipswell Road. Requests to improve cycle route signing and signing of cycle and motorcycle parking were also noted. It was suggested that an audit be undertaken of signing throughout the study area.
## Attendees

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
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</thead>
<tbody>
<tr>
<td>County Councillor C Les</td>
<td>North Yorkshire County Council</td>
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<tr>
<td>Mr B Mason</td>
<td>North Yorkshire County Council</td>
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<tr>
<td>Mr M Woodford</td>
<td>North Yorkshire County Council</td>
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<tr>
<td>Mr E Hayward</td>
<td>North Yorkshire County Council</td>
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<tr>
<td>Ms J Charlton</td>
<td>North Yorkshire County Council</td>
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<tr>
<td>Mr N Linfoot</td>
<td>North Yorkshire County Council</td>
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<tr>
<td>Mr M McKenzie</td>
<td>North Yorkshire County Council</td>
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<td>Mr P Penny</td>
<td>North Yorkshire County Council</td>
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<tr>
<td>Ms A Flowers</td>
<td>North Yorkshire County Council</td>
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<tr>
<td>Mr C Brown</td>
<td>North Yorkshire County Council</td>
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<tr>
<td>Ms M Welch</td>
<td>North Yorkshire County Council</td>
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<tr>
<td>Mr E Williams</td>
<td>North Yorkshire County Council</td>
</tr>
<tr>
<td>Mr M Bloxham</td>
<td>Highway Agency</td>
</tr>
<tr>
<td>Ms J Charlesworth</td>
<td>Highway Agency</td>
</tr>
<tr>
<td>Mr G Peach</td>
<td>Confederation of Passenger Transport UK</td>
</tr>
<tr>
<td>Mr P Inman</td>
<td>British Horse Society</td>
</tr>
<tr>
<td>Mr S Dyne</td>
<td>Dales and District Travel (Proctors Coaches)</td>
</tr>
<tr>
<td>Ms M Slinger</td>
<td>Catterick Garrison Saddle Club</td>
</tr>
<tr>
<td>Mr C Grant</td>
<td>Town Centre Manager for Richmond</td>
</tr>
<tr>
<td>Mr P Walker</td>
<td>Yorkshire Motorcycle Action Group</td>
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<tr>
<td>Cllr A Bagley</td>
<td>Richmond District Council</td>
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<tr>
<td>Cllr P Cullen</td>
<td>Richmond District Council</td>
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<tr>
<td>Cllr W Glover</td>
<td>Richmond District Council</td>
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<tr>
<td>Cllr P Middlemiss</td>
<td>Richmond District Council</td>
</tr>
<tr>
<td>Mr B Brack</td>
<td>Hudswell Parish Council</td>
</tr>
<tr>
<td>Mr B Woodley</td>
<td>Brompton on Swale Parish Council</td>
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<tr>
<td>Mr I Coates</td>
<td>Tunstall Parish Council</td>
</tr>
<tr>
<td>Ms S Cubbin</td>
<td>Tunstall Parish Council</td>
</tr>
<tr>
<td>Mr Deverill</td>
<td>Appleton East and West Parish Meeting</td>
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<tr>
<td>Ms H Grant</td>
<td>St Martin’s Parish Council</td>
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<tr>
<td>Mr D Metcalfe</td>
<td>Hipswell Parish Council</td>
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<tr>
<td>Mrs Steckles</td>
<td>Brough with St Giles Parish Meeting</td>
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<tr>
<td>Mr S Thuburon</td>
<td>St Martin’s Parish Council</td>
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<tr>
<td>Mr M Welsh</td>
<td>Tunstall village representative</td>
</tr>
<tr>
<td>Major C Phillips</td>
<td>MOD – Catterick</td>
</tr>
<tr>
<td>Name</td>
<td>Organisation</td>
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<tr>
<td>Mr M Logie</td>
<td>MOD – Catterick</td>
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<tr>
<td>Mr T Garnett</td>
<td>Defence Estates</td>
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<tr>
<td>Mr R Shopland-Reed</td>
<td>Defence Estates</td>
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<tr>
<td>WO2 J Smith</td>
<td>Master Driver (MOD - Catterick)</td>
</tr>
<tr>
<td>Mr R Turnbull</td>
<td>Mouchel Parkman</td>
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<tr>
<td>Mr M Steele</td>
<td>Mouchel Parkman</td>
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<tr>
<td>Miss L Samuels</td>
<td>Mouchel Parkman</td>
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<tr>
<td>Miss Ilona Blackburn</td>
<td>Mouchel Parkman</td>
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<tr>
<td>Miss P Townley</td>
<td>Mouchel Parkman</td>
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</tbody>
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## Appendix 1

### Issues

<p>| | |</p>
<table>
<thead>
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<tbody>
<tr>
<td>1</td>
<td>Improvement of the link from the A1 to Catterick Garrison and Richmond is required, because although the ‘Catterick Central’ junction being proposed by the Highways Agency will improve access to and egress from the A1 at Catterick, large volumes of traffic will still be distributed onto the two existing routes – The A6136 to Catterick Garrison and B6271 through Brompton on Swale. Information on the predicted traffic volumes was requested.</td>
</tr>
<tr>
<td>2</td>
<td>The Highways Agency has liaised with the MOD, North Yorkshire County Council and Parish Councils, and is currently developing preliminary designs for the A1 Catterick junction and associated accesses. Route and junction options will be presented at exhibitions during early June 2005. Signing is considered key to eliminating unnecessary access through Catterick Village and Brompton on Swale.</td>
</tr>
<tr>
<td>3</td>
<td>The footway in Scotton is discontinuous, a footway behind the bridge wall and a separate footbridge is required extending between the former shop and Bedale Road to improve pedestrian safety, as the combination of heavy vehicles using this route and narrow nature of the existing bridge endanger pedestrians.</td>
</tr>
<tr>
<td>4</td>
<td>Pedestrians, particularly school children find it difficult to cross Richmond Road. Requests have been made for the provision of a crossing to improve pedestrian access.</td>
</tr>
<tr>
<td>5</td>
<td>The speed of vehicles travelling along Richmond Road is also a concern.</td>
</tr>
<tr>
<td>6</td>
<td>The sharp gradient on the approach to the Arrathorne crossroads is considered to be hazardous.</td>
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<tr>
<td>7</td>
<td>The speed and volume of traffic through Tunstall is considered to be excessive. It is perceived that HCV and military traffic is currently using the route as a short-cut. It was noted that a military weight limit is in operation along Tunstall Road although it is difficult to control the routes used by civilians working at Catterick Garrison.</td>
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<td>Page</td>
<td>Note</td>
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<tr>
<td>8</td>
<td>The construction of the mini-roundabouts, congestion and delays on the A6136 are thought to have increased use of the route through Tunstall as well as alternate routes though Scotton and Hipswell.</td>
</tr>
<tr>
<td>9</td>
<td>Drivers have been observed to not use the mini-roundabouts on the A6136 correctly, preferring to drive over the centre of the roundabout, pass it on the wrong side of the road, or overtake vehicles using the roundabout correctly by passing it on the wrong side of the road. The amount of deflection on the roundabouts was also questioned. Some large vehicles have no choice but to run over the centre of the roundabouts, particularly when travelling in a westbound direction.</td>
</tr>
<tr>
<td>10</td>
<td>Would it be possible to remove the four mini-roundabouts which are present between Colburn and Catterick? It was noted that the speed and volume of traffic was being monitored and results would be available soon.</td>
</tr>
<tr>
<td>11</td>
<td>The potential increases in traffic on specific routes, resulting from the upgrading of the A1, for example through St Martin’s Parish needs to be mitigated against.</td>
</tr>
<tr>
<td>12</td>
<td>Cycling, public transport, and motorcycling should be encouraged within the study area, with increased provision for motorcycle parking. It was noted that a ‘wheels-to-work’ initiative has been established within the Catterick area.</td>
</tr>
<tr>
<td>13</td>
<td>The volume of pedestrian movement from Risedale School creates problems for vehicles accessing the local area. Concern was also expressed for the safety for pedestrians crossing between the playing fields and Risedale School.</td>
</tr>
<tr>
<td>14</td>
<td>Hipswell Village has one entrance and one exit which also serves a secondary school, a primary school and nursery school, yet traffic levels through the village have continually increased over the past 15 years creating major traffic issues which have not been addressed, particularly the use of Hipswell as a short-cut route.</td>
</tr>
<tr>
<td>15</td>
<td>Two studies have been conducted involving Catterick Village – the Swale Lake Study (potential development of a tourist village) and the Catterick Village Appraisal which in addition to Industrial Estate Regeneration have identified numerous transportation issues. The Sunday market creates congestion problems forcing local residents to use alternate short-cut routes via Tunstall Road and Brough Lane.</td>
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<tr>
<td>16</td>
<td>The iron bridge (former railway bridge) in Brompton on Swale should be developed into a pedestrian, cycle and equestrian route.</td>
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<tr>
<td>17</td>
<td>A shuttle bus should be provided between Catterick Garrison and Richmond.</td>
</tr>
<tr>
<td>18</td>
<td>The issue was raised as to whether the A6136 Bridge over the A1 will be retained.</td>
</tr>
<tr>
<td>19</td>
<td>A reduction in the existing speed limit along Hipswell Road was requested as several vehicles have now crashed through the wall of the Garrison Cemetery and crash barrier has been erected as a temporary measure on the inside of the Cemetery wall.</td>
</tr>
<tr>
<td>20</td>
<td>Bus stop ownership and maintenance has been terminated by Richmond District Council. A clear strategy of new facilities and locations needs to be established.</td>
</tr>
<tr>
<td>21</td>
<td>Junctions and links within Catterick Garrison are over-capacity, for example the Horne Road, the White shops, and Camp Centre roundabout, creating traffic congestion and further traffic problems.</td>
</tr>
<tr>
<td>22</td>
<td>The narrow dimensions of the carriageway through Tunstall village force large vehicles and coaches to pull over in order to pass, which in combination with western hill approach into the village and the speed of other vehicles traversing the village, creates hazardous conditions.</td>
</tr>
<tr>
<td>23</td>
<td>The speed and volume of traffic, lack of footways and narrow carriageway width in Tunstall also endangers pedestrians, cyclists and horse riders. Physical traffic calming was requested.</td>
</tr>
<tr>
<td>24</td>
<td>A 20mph speed limit has been requested for Hipswell village.</td>
</tr>
<tr>
<td>25</td>
<td>The safety of pedestrians accessing Wavell Community Junior School is a concern, particularly the crossing of Hipswell Road West.</td>
</tr>
<tr>
<td>26</td>
<td>The cycle network is already partly developed, but integration is needed throughout the study area and to the network being provided in Richmond.</td>
</tr>
<tr>
<td>27</td>
<td>Access must be retained for tank transporters along the A6136.</td>
</tr>
<tr>
<td>28</td>
<td>Vehicle speeds are considered to be excessive on Loos Road and the consideration of traffic calming was requested. It was noted that this road is a private road and therefore not part of the county network.</td>
</tr>
<tr>
<td>29</td>
<td>Off-road equestrian routes are required with the development of bridleways, routes around the town centre, and crossings of major roads. There are approximately 100 horses within the Catterick Garrison area and equestrian safety is paramount. An off-road bridleway along Scotton Road and upgrading the existing controlled crossing on Hilliard Road as the sensors do...</td>
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<td>No.</td>
<td>Statement</td>
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<tr>
<td>30</td>
<td>The revised boundary of Colburn Business Park has severed the route of the bridleway. A replacement section needs to be created.</td>
</tr>
<tr>
<td>31</td>
<td>The construction of an additional access route between Catterick Garrison and the A1 or upgrading the A6136 to dual carriageway status to accommodate the growth of Catterick Garrison and traffic movement, was requested. It was noted that construction of new highway routes exceeded the cost range of this study.</td>
</tr>
<tr>
<td>32</td>
<td>Speeds on the A6136 were still thought to be excessive in free flow conditions. Additional measures were requested.</td>
</tr>
<tr>
<td>33</td>
<td>Any future development of Catterick Garrison must incorporate pedestrian movement and access. It is felt that pedestrian movement across Richmond Road and Tesco car park entrance and within the Shute Road area have not be adequately considered when developments were permitted.</td>
</tr>
<tr>
<td>34</td>
<td>The planned expansion of the Tesco store may incorporate a pedestrian underpass under Richmond Road.</td>
</tr>
<tr>
<td>35</td>
<td>Hipswell Parish Council commented that they had previously requested the introduction of speed cushions and believed that the request was rejected due to financial rather than safety issues. The existing chicane introduced as a condition of property development does not reduce speeds and the Parish Council would now like speed tables to be introduced along Hipswell Road.</td>
</tr>
<tr>
<td>36</td>
<td>Visibility was considered to be dangerous at the entrance to the new Redrow Homes development in Hipswell.</td>
</tr>
<tr>
<td>37</td>
<td>Pedestrian safety on Hunton Road is a concern due to the lack of footways and the speed of vehicles.</td>
</tr>
<tr>
<td>38</td>
<td>Access by both school and tourist coaches needs to be taken into account when developing measures to reduce vehicle speed or restricting particular vehicles.</td>
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<tr>
<td>39</td>
<td>The impact of additional traffic volume using the Hipswell bridge and Sandbeck bridge needs to be taken into consideration.</td>
</tr>
<tr>
<td>40</td>
<td>The Tunstall Road cross-road junction is considered dangerous. It was suggested that improvements to signing are required at this junction.</td>
</tr>
<tr>
<td>41</td>
<td>Pedestrian improvements are required at the following locations: along Leyburn Road and in the vicinity of Camp Centre roundabout within Catterick Garrison; in Coronation Park in Hipswell, particularly disabled access and lighting; pedestrian crossing facilities across the A6136 in Colburn, particularly for school pedestrians; a pedestrian crossing onto Scotton footbridge; and pedestrian links between Catterick Garrison, Tunstall village and Catterick Village.</td>
</tr>
<tr>
<td>42</td>
<td>Motorised mobility scooters encounter access problems in Catterick due to the lack of dropped crossing points within the village.</td>
</tr>
<tr>
<td>43</td>
<td>The construction of a cycle route between Colburn Surgery and Brough Lane via the old railway line was requested.</td>
</tr>
<tr>
<td>44</td>
<td>The provision of raised boarding areas and timetables are required at bus stops within the area.</td>
</tr>
<tr>
<td>45</td>
<td>The potential for bus interchange in Catterick Garrison is currently poor. It was suggested that a bus station or interchange is required.</td>
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<tr>
<td>46</td>
<td>An improved bus service between Richmond and Northallerton Friarage Hospital via Catterick Garrison is required.</td>
</tr>
<tr>
<td>47</td>
<td>The service timings and frequency of bus services between Colburn and Richmond are considered inadequate, particularly after 6pm.</td>
</tr>
<tr>
<td>48</td>
<td>A direct bus service between Brompton on Swale and Catterick Garrison is required.</td>
</tr>
<tr>
<td>49</td>
<td>The provision of taxi ranks within Catterick Garrison town centre and at each of the barracks is required.</td>
</tr>
<tr>
<td>50</td>
<td>Is the provision of adequate car parking incorporated into plans for future land use developments? As alternatives such as public transport or park and ride facilities should be considered instead of additional town centre parking which would only create additional traffic problems.</td>
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<tr>
<td>51</td>
<td>Delivery vehicles experience difficulties with loading as they tend to be used for car parking, particularly the loading facility for the White Shops. The position of this loading facility is also considered inappropriate.</td>
</tr>
<tr>
<td>52</td>
<td>Parking at the White Shops is considered problematic, as the practice of illegal parking is commonplace.</td>
</tr>
<tr>
<td>53</td>
<td>Overnight lorry parking has been displaced from the centre of Colburn to Colburn Business Park or in the area by the sports and leisure centre, with numerous vehicles parking at these locations. Lorries also park in the lay-by at Hipswell church. It was noted that the introduction of weight limits may further displace overnight parking to other locations.</td>
</tr>
<tr>
<td>54</td>
<td>The right turning lane at the Brompton on Swale signalled controlled junction is of insufficient length, restricting the right turn queuing for the A1 to three vehicles. It was noted that this issue is currently being examined by NYCC.</td>
</tr>
<tr>
<td>55</td>
<td>Requests for the introduction of 20mph speed limits have been received by NYCC for the following locations: Plumer Road / Haig Road, Gough Road, Colburn area, and Hipswell Road.</td>
</tr>
<tr>
<td>56</td>
<td>Scotton is still awaiting the implementation of sharks teeth and traffic calming on Scotton Road and Bedale Road.</td>
</tr>
<tr>
<td>57</td>
<td>NYCC are monitoring vehicle speeds at the roundabout on Scotton Road in the vicinity of Helles Barracks.</td>
</tr>
<tr>
<td>58</td>
<td>The introduction of a 20mph speed limit covering the whole area of Catterick Garrison was requested. NYCC stated that this would not be possible without the introduction of specific features required to physically engineer the speeds to 24mph or less.</td>
</tr>
<tr>
<td>59</td>
<td>The introduction of a 20mph speed limit outside schools and within residential areas was requested.</td>
</tr>
<tr>
<td>60</td>
<td>The introduction of Vehicle Actuated Signs, which are triggered by excessive vehicle speeds, would be welcomed. A VAS was requested for Scotton Road in the vicinity of Vimy Barracks.</td>
</tr>
<tr>
<td>61</td>
<td>Greater police presence within the area would assist in deterring speeding and parking problems.</td>
</tr>
</tbody>
</table>
Appendix 6 – Workshop 2 Presentation
# Catterick and Catterick Garrison TMS

- Stakeholder Workshop 2
- Garrison HQ, Catterick Garrison
- Thursday 8th September 2005

## Programme

<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
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<tbody>
<tr>
<td>12:30</td>
<td>Participants arrive, tea and coffee</td>
</tr>
<tr>
<td>13:00</td>
<td>Welcome and introduction</td>
</tr>
<tr>
<td>13:15</td>
<td>Review of the process, issues, and objectives</td>
</tr>
<tr>
<td>13:25</td>
<td>Overview of the proposed strategy measures and options</td>
</tr>
<tr>
<td>13:50</td>
<td>Points of clarification</td>
</tr>
<tr>
<td>14:00</td>
<td>Tea and coffee, opportunity for viewing the plans and information discussion</td>
</tr>
<tr>
<td>14:30</td>
<td>Review and debate the proposed strategy measures and options</td>
</tr>
<tr>
<td>16:30</td>
<td>Summary of the debate</td>
</tr>
<tr>
<td>16:45</td>
<td>Options for public consultation and closing remarks</td>
</tr>
</tbody>
</table>
THE PROCESS

- Data collection
- 1st stakeholder workshop
- 10% Sample survey
- Analysis and development of options
- 2nd stakeholder workshop
- Review of stakeholder input and revision of options
- Public consultation
- Adoption of strategy
- Delivery of strategy

SATURN Traffic Model

ISSUES AND OBJECTIVES

- Improvements to walking and cycling routes from residential areas to key services and from the villages to Catterick Garrison, including safer routes to schools. (85%)
- Improvements to the existing equestrian network where a road safety benefit can be generated for all road users. (52%)
- Improvements to bus waiting facilities including providing information, kerbs for level boarding and shelters at key stops. (75%)
- Improvements to existing junctions, including changes to priority, to improve safety for all road users, especially pedestrians. (88%)
- Improvements to traffic and pedestrian signing provision with the area, reducing the overall number of signs and street clutter. (60%)
ISSUES AND OBJECTIVES  

• Reduce vehicle speeds within the area, including considering 20mph speed limits, for example, through Hipswell and through Catterick Village. (60%)
• Addressing illegal and inappropriate parking that causes road safety problems. (90%)
• Addressing the road safety and parking issues associated with the Sunday Market held at Catterick Racecourse. (60%)

10% SAMPLE SURVEY- ISSUES

• There is a need for a safe cycle path between Richmond and the Garrison
• Warning signs are needed to alert drivers to the presence of horses on Brough Lane
• Speed limits are largely ignored, including the 40mph limit on Gatherley Road and the 30mph speed limit on Hunton Road – speed humps were requested for the latter
• Haig Road is being used as a rat-run by speeding vehicles
• There is a lack of understanding of how to use mini roundabouts
• Lorries are still using Tunstall as a cut through to avoid the roundabouts on the A6136
• The traffic lights at White Shops have an intermittent fault and keep going off
• Parked cars often obstruct the entire footway, and park inappropriately on bends. “On the Baden Powell Estate I am forced to push the buggy in the road”
• Non-resident’s parking is becoming a problem in Brompton on Swale
Extension of route to Brompton and Catterick Village, including widening sections of the existing footway, creating new off-road tracks with substantial drainage using the Pipe Bridge and providing on-road cycle lanes.

Development related junction improvement

Localised speed related signing and lining improvements

Monitor performance of Camp Centre roundabout to assess the impact of developments off Plumers Road
Introduce traffic calming with a section of 20mph speed limit, footway and pedestrian crossing improvements.

Develop a School Travel Plan to address parking issues and consider a targeted residents’ parking scheme.

Introduce right turn lanes on the A6136 and alter signal timing and staging as a result to maximise efficiency.

Speed reduction, lighting, junction and pedestrian improvements.

Raise driver awareness of junctions with additional lining and introduction of Vehicle Activated Signing.
Introduce additional warning signing and consider the introduction of passing places if additional traffic is generated by future developments.

Develop a chicane scheme to slow traffic in the centre of the village and reassess traffic data now that Mane Barracks is close to capacity.

Improve junction performance by increasing the length of right turn lanes and altering the signals as a result.

Short-term improvements to the footway across Catterick Bridge.

Post A1 Upgrade - Change the priority of the junction and introduce pedestrian crossing facilities between the car parks and racecourse.

Improve enforcement of existing parking restrictions or physically restrict parking on verges adjacent to the carriageway.
Introduce traffic calming on Leeming Lane and develop an improvement scheme for the village centre to address pedestrian and parking issues.
CONSULTATION AND MOVING FORWARD

- An explanatory leaflet and questionnaire will be delivered to every postal address in the study area and beyond. It will also be accessible via our website [www.nycc-consultation.info].
- Exhibitions will be held which will typically be staffed on a Friday and Saturday.
- Following analysis of the consultation responses, a report will be presented to NYCC’s Richmondshire Area Committee. Subsequently the strategy will be adopted by NYCC.
Appendix 7 – NYCC LTP1 Targets
TARGETS AND PERFORMANCE INDICATORS

The County Council’s transport objectives have been used to develop a series of headline targets for measuring progress and achievement of the policies in action. A series of causal chains is included in the Plan which identify specific aspects to be monitored in each of the policy areas set out in the “Transport Strategy” section. To enable progress to be measured in the short term a number of performance indicators and targets are also identified in Appendix 1.

These targets are based upon full implementation of the programme set out in the Plan. If funding allocations are below this level, the targets will need to be reviewed.

Objective =
To promote social equity by providing choices of travel mode which meet the needs of the socially and physically disadvantaged.

- Target = To increase the total annual distance in km covered by local buses within the area of the Authority by 10% by 2005/06.
- Target = To introduce facilities for people with disabilities at all new signalised pedestrian crossing facilities and to retrofit all existing facilities by 2004.

Objective =
To limit traffic growth by minimising the need to travel and developing alternative non car modes.

- Target = To achieve zero traffic growth in the town centres of the two main urban areas of Harrogate and Scarborough from 2000.
- Target = To limit traffic growth in the North York Moors National Park to at least 1% below average national traffic growth over the period of the Plan.
- Target = To limit traffic growth in the Yorkshire Dales National Park to at least 2% below average national traffic growth over the period of the Plan.
- Target = To reduce traffic flow on the A19 through Selby by 30% on the opening of the Selby Bypass and restrain growth not to exceed national low growth forecasts from that time to the end of the Plan period.
- Target = To reduce the cost per passenger journey of subsidised bus services from £1.35 (1999/2000) to £1.30 (2000/2001) and by a further 10% by 2005/2006.
• Target = To increase the total number of passenger journeys made annually on local buses within the area of the Authority by 10% by 2005/06.

Objective =
To provide a safe, efficient and well maintained highway network as part of an integrated transport strategy.

• Target = To reduce to 6% the length of principal road network with negative residual life during the Plan period.

• Target = To reduce to 14% the length of principal road network with skidding resistance below investigatory level during the Plan period.

Objective =
To minimise the adverse impact of traffic on the environment, particularly with regard to noise and pollution.

• Target = To achieve zero traffic growth in the town centres of the two main urban areas of Harrogate and Scarborough from 2000.

• Target = To limit traffic growth in the North York Moors National Park to at least 1% below average national traffic growth over the period of the Plan.

• Target = To limit traffic growth in the Yorkshire Dales National Park to at least 2% below average national traffic growth over the period of the Plan.

• Target = To reduce traffic flow on the A19 through Selby by 30% on the opening of the Selby Bypass and restrain growth not to exceed national low growth forecasts from that time to the end of the Plan period.

• Target = To establish three quality freight partnerships during the life of the Plan.

• Target = To introduce 10 calming/gateway schemes per annum.

• Target = To increase the total number of public transport journeys made annually in the two National Parks and AONB by 15% by 2005/06.

Objective =
To provide a quality public transport system for as many residents as possible which recognises the importance and impact of tourism in the County.
• Target = To ensure that 75% of users are satisfied with local bus services by the end of the Plan period.

• Target = To ensure that 75% of users are satisfied with local provision of public transport information by the end of the Plan period.

• Target = To increase the total number of public transport journeys made annually in the two National Parks and AONB by 15% by 2005/06.

Objective =
To reduce the number and severity of casualties arising from road accidents in the County.

• Target = To achieve a 40% reduction in the number of people killed or seriously injured by 2010 compared with the average for 1994 – 1998.

• Target = To achieve a 50% reduction in children under 16 years of age killed and seriously injured by 2010 compared with the average for 1994 – 1998.

• Target = To achieve a 10% reduction in slight casualty rate (expressed as the number of people slightly injured per 100 million vehicle km) compared with the average for 1994 – 1998.

Objective =

• To facilitate opportunities for economic regeneration, growth and the sustainable movement of goods.

• Target = To establish a lorry routing database for the County in the first two years of the Plan.

Target = To establish three quality freight partnerships during the life of the Plan.
Appendix 8 – Consultation Materials
What do you think?

This leaflet contains a number of improvements that may be included in the Traffic Management Strategy. We are now inviting the whole community, including yourself, to comment on these improvements.

This strategy is being developed to provide long lasting improvements for all road users whilst helping the local economy and enhancing the environment in Catterick Village, Catterick Garrison, Brompton-on-Swale, Colburn, Scotton and Tunstall. North Yorkshire County Council is intending to invest approximately £100,000 per year and is seeking funding from other sources, to implement the strategy over a 5-year period. This leaflet contains many suggestions that have been developed with local organisations to address specific traffic related problems, including those identified in a survey of 10% of households and businesses. The views of the whole community will be taken into account in determining the content of the final strategy, so please complete and return the FREEPOST survey included with this leaflet.

For further information contact Colin Brown on 01609 532563 or Matthew Steele on 01904 789595.

What is being suggested?

We are suggesting improvements to enhance walking, cycling, equestrian routes and bus stops, to increase road safety, address parking issues and reduce congestion.

The following suggestions discussed within this leaflet could be incorporated within the Traffic Management Strategy:

- Extending the length of right-turn lanes on the A6136 at both the White Shops and Scotton Crossroads to improve safety and reduce congestion at the junctions and on the wider road network.
- Options for improving safety in Catterick Village by reallocating road space and delineating both pedestrian routes and parking.
- Improving pedestrian access along Bedale Road in Scotton, including across the bridge and at the junction with Hunton Road, and providing a continuous footway on Hunton Road to serve Oaktree Avenue.
- Safety related Improvements in Tunstall Village and on Brough Lane.
- Making a number of safety related improvements to signing and lining, including the junction of Bedale Road and Moor Lane, and safety related changes to speed limits including through Hipswell Village and on the A6136 at Catterick Bridge, and in the vicinity of the racecourse.
- Enhancing and raising awareness of pedestrian and cycle routes, ensuring accessibility for all through surface improvements, providing controlled crossings, improving the Metal Bridge at Brompton-on-Swale, and restricting vehicle access on Plumer Road beyond Haig Road.

We will also be undertaking a full review and rationalisation of traffic and pedestrian signing, and traffic orders within the area. Whilst this leaflet contains suggestions to manage traffic over a 5 to 10 year period, there are no suggestions to dual the A6136 from the A1 to Camp Centre, which would be beyond the financial scope of this Strategy.
Improving Safety

In the last three years, 253 people were injured in Road Traffic Accidents within the Catterick and Catterick Garrison area. Of these 30 were seriously injured and 4 died.

One of North Yorkshire County Council’s top priorities is to reduce the number and severity of Road Traffic Accidents. We have analysed the reported injury accidents which have occurred within the area. Many of these accidents resulted from vehicle speeds inappropriate to the rural nature of the road network and a lack of driver awareness, with over a quarter of accidents involving a single vehicle where the driver lost control.

Whilst many of the suggestions within this leaflet contribute to improving safety, specific measures are outlined below and shown on the Improvement Plan on pages 4 and 5.

Speed reduction measures
Where ‘loss of control’ accidents are prevalent we are suggesting a number of signing, lining, and where appropriate, lighting improvements. Such locations include: in the vicinity of the caravan park on the B6271 east of Richmond; on the A6136 at Longwood Bank south of Richmond, on Range Road and Leyburn Road south and east of Plumner Road, Gatherley Road, and on the ‘Tank Road’ near Halfpenny House and Dykes House. We are suggesting the introduction of 20mph speed limits on Hipswell Road in the vicinity of Risedale School and the Military Cemetery (detailed on pages 3 and 4), and for the centre of Catterick Village (detailed on page 7). On Haig Road and on Leeming Lane between Marne Barracks and Catterick Village we are suggesting reducing speeds within the existing limits through the use of traffic calming measures. In Tunstall we will continue to monitor traffic levels and vehicle speeds, and work with local residents to develop a scheme appropriate to the village which may include traffic calming measures. We are also suggesting reducing the speed limit in the vicinity of Catterick Bridge to 30mph and on Leeming Lane between the Racecourse and Catterick Village to 40mph. A 20mph scheme for Colburn Lane in the vicinity of Colburn Primary School, and an extension of the 30mph limit to the west of Tunstall Road Bridge are being progressed separately to this traffic management strategy.

Safety related junction improvements
Despite improvements to signing, poor visibility still contributes to a number of accidents at the junction of Bedale Road with Moor Road and Hawkswell Lane. We are suggesting further improvements including the introduction of Vehicle Activated Signs to increase driver awareness of the side roads and reduce their speed. The mini-roundabout junction of Vicarage Road and Catterick Road continues to be a concern due to reduced visibility and failure to give-way.

We are suggesting improving signing on the westbound approach. We are also suggesting improvements to signing to increase driver awareness at the junctions of Huntington Road and Bedale Road, and at the A6136 Catterick Road and Brough Lane.

Whilst a number of speed related accidents have occurred at Arrathorne Crossroads and on Scotton Road in the vicinity of Church Road, we continue to monitor the impact of recent improvements in the vicinity of these two junctions including the construction of the roundabout on Scotton Road at the entrance to Helles and Vimy Barracks, before suggesting further changes. We will also monitor the impact of development within the Garrison on Camp Centre roundabout.

Other suggestions include revising or introducing parking restrictions to address local safety problems and improving safety along Brough Lane through improved signing to raise driver awareness of other road users and constructing passing places.

White Shops

Congestion occurs during peak periods at the junction of the A6136 Catterick Road with Horne Road and Byng Road, referred to locally as the White Shops.

Traffic queues back from the junction across a number of other junctions, causing delays to and beyond the Camp Centre roundabout. This results in drivers cutting through Hipswell and, through Tunstall to the A1. Many solutions to reduce the delays were tested, resulting in the suggested improvements, which involve: modifying the layout of the junction by widening the A6136 approaches to extend the right turn lanes; altering the signal phasing and timing to maximise the efficiency of the junction; making minor changes to retain the existing pedestrian and cycle facilities; and improving access for those with sensory and mobility impairments by altering the existing bollards and moving litter bins.

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**Equestrian Routes**

The equestrian route network within Catterick is fragmented with a lack of connectivity between routes. Even where routes exist, they often cross roads without having safe crossing facilities, reducing access for equestrians and local equestrian facilities, which play an important role in the local economy. Through the County Council’s Rights of Way Improvement Plan and this strategy, we can develop a network of connected equestrian routes by:
- Improving the accessibility and maintenance of existing routes
- Creating linkages to provide connection between existing routes
- Examining the potential for creating additional routes including circular routes and routes suitable for carriage driving
- Reducing vehicle speed and increasing drivers’ awareness of equestrians, including the provision of equestrian crossing points.

Work is continuing with local equestrian organisations, the MOD and the British Horse Society to identify and develop these measures.

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**Hipswell Village**

Hipswell Village is an expanding residential area and contains the main secondary education centre within the strategy area.

Hipswell Road and Byng Road are used by drivers attempting to avoid congestion on the A6136 at Camp Centre Roundabout and at White Shops. As well as improving these junctions, we suggest a comprehensive scheme to improve road safety and discourage unnecessary traffic from passing through Hipswell Village. This scheme could include:
- The introduction of a 20mph speed limit with the construction of speed cushions to physically restrict speeds to about 20mph;
- The provision of a Vehicle Activated Sign on the approach to the sharp right-hand bend at the Military Cemetery;
- Additional and enhanced footways, including between Risedale School and the playing fields and to access the existing bus stops;
- Provision of ‘Zebra’ crossings across Hipswell Road in the vicinity of the Church and up from the tennis courts; and,
- Improvement to the existing bus stops.

We would work closely with local people and organisations to develop a scheme that provides maximum benefit for all. We will also work with the schools to implement school travel plans to address parking issues and could introduce limited parking restrictions with residents exemptions. The opportunity also exists within the suggested scheme to consider replacement of the existing chicane with speed cushions to alleviate conflict with the existing bus stops.

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**Catterick Bridge and the Sunday Market**

Catterick Bridge and the junction of Gatherley Road and Leeming Lane are vital for pedestrian and vehicle movement between Brompton on Swale, Catterick Village and Colburn, but safety is reduced by the substandard footways and poor visibility over the bridge.

In the short term, we suggest reducing the speed limit to 30mph over Catterick Bridge extending to beyond the entrances of the racecourse car parks. This would be reinforced with a Vehicle Activated Sign on the north side of the bridge to raise driver awareness of the road layout on the south side of the bridge. This will contribute to reducing the number and severity of accidents at this location.

We also suggest widening the footway on the eastern side of the bridge to a width of 1.2m and improving the footway onto Leeming Lane. This would involve alterations to the lining on the bridge whilst retaining sufficient road width for safe two-way traffic movements including military vehicles. Conflict between vehicles and pedestrians increases significantly on Sundays and race days, so to increase safety we are suggesting the introduction of controlled pedestrian crossings between the car parks and racecourse. Parking on verges around the perimeter of the racecourse continues to be a problem despite the introduction of parking restrictions and signing. We are now suggesting the introduction of a physical restraint in the form of low-level fencing to stop vehicles pulling onto the verges, particularly along Leeming Lane.

Following the upgrading of the A1, it may be appropriate to change the priority at the junction so that Leeming Lane becomes the minor road providing access to Catterick Village and the car park, rather than functioning as a route for through traffic. Further information on the A1 Upgrade can be found on page 8.
Improvement Plan

- Public Transport Improvement
- Junction Improvement
- 40mph Speed Limit
- 30mph Speed Limit
- 20mph Speed Limit
- Other Safety Scheme
- Parking Restraint

Exhibition Venues
- Booth Hall
- Darlington College

Hipswell Village

More detailed plans will be...
Catterick and Catterick Garrison Traffic Management Strategy

Cycling Plan

- Extend right turn lanes and change signal timing at Scorton Crossroads to reduce congestion.
- Reduce speed limit to 30mph on the approaches to Catterick Bridge and 40mph on Leeming Lane.
- Protect verges with detailed fencing.
- See detailed plans on page 7.
- Reduce speeds on Leeming Lane to the existing speed limit with traffic calming.
- Improve signing to raise awareness of other road users and develop passing places.
- Monitor traffic speeds and volumes and develop a traffic calming scheme for the village.
- Surface improvements to define the pedestrian route.
- Construct new sections of footway to create continuous routes.
- Route connecting Tunstall with Catterick Garrison.
- Improve pedestrian access within Colburn.
- Creation of joint-use route between Brompton on Swale and Colburn.
- New sections of footway and improved crossing points in Brompton on Swale.
- Improve pedestrian access at junctions.
- Provide a continuous footway on Hunton Road.
- Route from the Garrison to Richmond using Plumer Road which would be closed to motor vehicles.
- Strip marked for pedestrians, cyclists, and equestrians on the edge of James Lane.
- Off-road route to Catterick Village.
- On-road route to Catterick Village.
- On-road route to Brompton on Swale.
- Additional Links.

Pedestrian Plan

- Key Pedestrian Route.
- Pedestrian Improvement.
- Leisure Routes.
- Route for Further Study.
- Controlled Crossing.
- Uncontrolled Crossing.

*Displayed at the exhibitions*
Enhancing Walking and Cycling Routes

National and local policies now give priority to pedestrians and cyclists over other road users and local authorities are required to ensure that access is available for all people, not just the able bodied.

As the number of vehicles using the roads has increased, improvements for walking and cycling have not always kept pace. Through this strategy we could remove some of the physical and perceived barriers to walking and cycling within the area. This could also generate wider community, economic, health and traffic reduction benefits.

Pedestrian Route Audit
An audit has been undertaken to assess the use of the existing pedestrian routes, how they connect with the wider pedestrian network and how they can be made accessible to all through: surface improvements; provision of dropped crossing points and tactile paving; and, removal of obstructions such as parking on footways. A number of specific improvements are shown on the map in the centre of this leaflet, and more detailed plans will be on display at the public exhibition. Specific improvements include new sections of footway along Catterick Road, Gough Road, Hipswell Road, Horne Road and Hunton Road. We are suggesting improving pedestrian access along Bedale Road in Scotton, by introducing a section of priority working across the bridge to allow the creation of a footway, southbound traffic giving way to oncoming vehicles. A footway would then be created across an adjacent field to Hunton Road. Zebra crossings are proposed in Catterick Village near the health centre, in Hipswell Village and to the South of the roundabout at the junction of Richmond Road and Hipswell Road. Uncontrolled crossings are also proposed at key crossing locations and pedestrian signing will be improved to destinations such as community, education and health facilities.

Cycle Routes
We are suggesting the extension of the Garrison cycle network to Richmond, Brompton on Swale, Catterick Village and Scotton. The suggested improvements are shown on the map in the centre of this leaflet and include:
Off-road joint use pedestrian and cycle tracks along the western section of Gough Road and from the Medical Centre on Catterick Road to Brompton on Swale. The latter route would use part of the former railway alignment, a widened joint use track on Catterick Road to Parkgate Lane and then a new joint use track to the ‘Metal Bridge’ across the River Swale. The cost of the route would be considerable, including about £100,000 of work to the bridge, to facilitate pedestrian, cycle and equestrian access, and would require external funding.
On-road cycle lanes are proposed on the eastern section of Gough Road, on Hipswell Road in the vicinity of Gaza Barracks, on Shute Road linking to the track to Hipswell, on Leeming Lane linking to Catterick Bridge to Catterick Village, and on Scotton Road and Hunton Road to serve Scotton. Further links would be provided between Scotton Road and Horne Road via Loos Road and also via Le Cateau Road serving the school. A dedicated strip could be provided to facilitate pedestrian, cycle and equestrian use on James Lane to provide a direct link to Tunstall.
A route from the Garrison to Richmond has been requested for many years, but not realised due to the traffic speeds, width of Richmond Road and the bend on Longwood Bank. We are suggesting use of Plumer Road to provide a traffic free route from the Garrison on to the National Byway into Richmond. Access would be retained for emergency vehicles, turning facilities would be provided and additional traffic calming would be introduced on Haig Road to discourage through traffic. We are also suggesting the improvement of cycle route signing and the provision of additional secure cycle parking at key destinations.
Catterick Village Improvements

The A6136 Leeming Lane and High Street are currently main routes into Richmondshire from the A1 and local routes serving the village. The layout of the road does not reflect this and traffic levels will fall substantially following the A1 upgrade, presenting opportunities for improvement.

On the Leeming Lane approaches to the North and South of the village, we are suggesting reducing vehicle speeds and introducing cycle lanes. This would include the introduction of speed cushions or chicanes within the existing 30mph speed limit between Marne Barracks and the village centre. We are also proposing to improve pedestrian facilities by: introducing a zebra crossing near the Health Centre; refurbishing the cobbled footway on the East side of High Street to the bus stop; delineating pedestrian and vehicle space on the western side of the High Street; and, providing a crossing point across Low Green in the vicinity of the Angel Hotel. A 20mph Zone with traffic calming could also be introduced on High Street, which is a key route from the residential area on the western side of the village to the school, and where community, health and retail facilities are located. Where pedestrian and vehicle activity shares the same space on High Green, we are suggesting the development of a scheme following the principles of a Home Zone, described in more detail on the back page of this leaflet.

Three options for improving the centre of the village are presented. All include narrowing the road to reduce driver perception of open space, one-way traffic flow on Little Green, and changes to the layout of parking.

- **Option A** shows a narrowing of High Street with the continuation of cycle lanes through the village. The parking bay would be created on the East side of Low Green, whilst the junction with High Street would be narrowed retaining two way traffic flow. Parallel parking bays would be formed to the West of Little Green with an extended pedestrian area, and parking in front of the Angel Hotel would be reorganized.

- **Option B** shows a narrowing of High Street through the creation of parking bays and bus stops. The parking layout on the west side of High Street would be similar to that described in Option A, with additional angled parking bays being provided outside the Post Office.

- **Option C** is based on the recommendations of the Catterick Village Landscape Enhancement Appraisal developed for local organisation A1 Community Works Ltd. The pedestrian area along the west side of the High Street is extended to increase the separation between car parking and pedestrians, and reducing the dominance of vehicles within this area with the provision of additional defined crossing points.

Any scheme for the centre of Catterick Village would be developed with local residents, businesses and organisations, and would involve the use of materials to complement and enhance the conservation area.

Bus Stops

North Yorkshire County Council has been working closely with the Ministry of Defence in developing a programme of bus stop improvements within the Garrison, including the provision of timetables and upgrading of shelters. Through this strategy we are suggesting that these improvements are implemented across the wider area, and that where physically possible, level boarding platforms are provided so that access is improved as low floor buses are gradually introduced on to routes.

More information of Passenger Transport Services is available by calling 0870 6082608 or visiting [www.yorkshiretravel.net].
In this section we aim to answer some of the ‘What is ...?’ type questions that you might have.

**Home Zone**
A Home Zone changes the function and layout of the street, improving safety and the quality of life for residents, who are actively involved in developing the design. This could include: reducing speed limits; changing the way that vehicles are parked to make them less dominant; removing the definition between road and footway; and planting landscaping.

**Wheels 2 Work**
‘Wheels 2 Work’ is a moped leasing scheme aimed at helping people get over the initial problem of getting to work or related training where no alternative transport exists. For details call 01609 761682.

**Crossing Points**
There are several types of crossing point. A dropped kerb crossing is a lowering of the kerb to provide a level surface from the road to the footway. It is usually accompanied by Tactile Paving which helps the visually impaired cross the road. At an Uncontrolled Crossing, a central pedestrian refuge may be added so that the road can be crossed in two parts. A Zebra Crossing is the simplest form of Controlled Crossing, with its familiar orange flashing Belisha beacons. The Puffin is the standard signal controlled crossing that stops traffic to allow pedestrians to cross the road, whilst the Toucan and Pegasus variants also allow cyclists and horses to cross respectively.

**Traffic Calming**
Traffic calming refers to features designed to reduce vehicle speeds. Speed Cushions are usually placed in pairs with a gap between them, can be bypassed by cyclists and straddled by large vehicles whilst Speed Humps tend to cross the whole width of the road, being built with a flat top on bus routes. Chicanes are usually build-outs into the road that force vehicles traveling on one direction to give-way.

**Cars 4U**
‘Cars 4 u’ is a rural car club based in Richmondshire where members aged between 21 and 75 who have held a licence for at least 12 months can hire the vehicles by the hour. This reduces the costs of motoring, improves the environment through making use of fewer cars, and enables occasional use of a car. For details call 01748 822537.

**The Way Forward**
This consultation is seeking the views of the community on suggestions that could be incorporated within the Catterick and Cattrick Garrison Traffic Management Strategy. Once the County Council has agreed a strategy based on the consultation response, each scheme in the strategy would be developed further in accordance with a phased programme over the 5 to 10 year period. The development stage will involve a further round of local consultation to agree the details of the schemes.

**Highways North Yorkshire**
Is a three way partnership established in 2004 between North Yorkshire County Council, its engineering consultant Mouchel Parkman and its contractor RCS. The partners work together to deliver all aspects of works within the transport sphere in the County.
Please tick one box only for each question

1. Do you support the proposed pedestrian plan improvements including the provision of crossing facilities, dropped kerbs, tactile paving, and footway improvements?  
   Yes  No

2. Do you support the proposed cycle plan improvements including the development of an integrated network of cycle routes and provision of additional secure cycle parking?  
   Yes  No

3. Do you support closing Plumer Road in order to provide a quiet route between Catterick and Richmond for cyclists?  
   Yes  No

4. Do you support the suggested Equestrian improvements, including changes to signing, route access and crossing facilities?  
   Yes  No

5. Do you support the provision of passing places on Brough Lane?  
   Yes  No

6. Do you support the proposals to improve existing bus stop facilities?  
   Yes  No

7. Do you support the proposed additional safety related signing, lining and lighting improvements, to increase drivers’ awareness of hazards and the existing 30mph speed limits?  
   Yes  No

8. Do you support the proposed safety related changes to speed limits which include:
   a. Reducing the speed limit to 30mph at Catterick Bridge junction, including the bridge?  
      Yes  No
   b. Reducing the speed limit to 40mph along the A6136 Leeming Lane between the Racecourse and Catterick Village?  
      Yes  No
   c. Introducing a 20mph speed limit with traffic calming measures for the central area of Catterick Village?  
      Yes  No
   d. Introducing a 20mph speed limit with traffic calming measures for Hipswell Village?  
      Yes  No
   e. Creation of Home Zone for High Green in Catterick Village?  
      Yes  No

9. Do you support the proposed changes to Catterick Village centre, to improve safety and access for all road users?  
   Yes  No
   If yes, please tick your preferred option:
   □ Option A  □ Option B  □ Option C  □ Other - please provide further details in the box overleaf

10. Do you support the proposed junction improvements, including:
   a. Increasing the driver awareness at the Bedale Road junctions with Hunton Road, Hawkswell Lane and Moor Lane?  
      Yes  No
   b. Extending the right turn lanes at the traffic signal junctions of the A6136 with Byng Road and Horne Road (White Shops) and the B6271 (Scorton Crossroads)?  
      Yes  No

11. Do you support altering or introducing parking restrictions to address local safety problems including restricting parking on the verges of Leeming Lane in the vicinity of the Racecourse?  
    Yes  No

So we can analyse the information that you have provided in the most effective way, we would appreciate if you could enter the number/name of your building and your full postcode in the boxes provided.

What is the number/name of your building: ____________________________

What is your full postcode (for example DL9 4XX): ____________________________

Thank you for your time and assistance. Space is provided on the reverse of this form for any additional comments.
Appendix 9 – Area Committee Report (including Consultation Responses) and Area Committee Minutes
1.0 PURPOSE OF REPORT

1.1 The purpose of this report is to advise Members of the outcome of the public consultation exercise on the proposed traffic management strategy options for Catterick and Catterick Garrison.

1.2 In addition, the report makes recommendations on the Traffic Management Strategy to be adopted.

1.3 The report also indicates those short term measures which have received high levels of support during the consultation process, and which will now be progressed as quickly as possible to the detailed design stage. It is intended that a number of these measures will be commenced during the current 2006/07 financial year using funds allocated in the Integrated Transport Capital Programme. Some schemes have already been implemented using funding from the 2005/06 Capital Programme, following consultation with your Chairman and the local Member, and these are also discussed in this report.

2.0 BACKGROUND

2.1 The development of a traffic management strategy for Catterick and Catterick Garrison, has involved full engagement with local organisations, statutory consultees and the local community. This has included two workshops held in Catterick Garrison and a 10% sample survey of the local community to assist in the identification of the main transport issues which needed to be addressed. This process has involved close working with representatives of the District and Parish Councils, and of Ministry of Defence (MoD) Catterick. This culminated in the recent consultation exercise. This included a public exhibition was held in Booth Hall Catterick Village on 2 and 3 December 2005 and in Darlington College Catterick Garrison on 9 and 10 December 2005. County Council officers and Mouchel Parkman representatives were present at the exhibitions to discuss and explain the proposals.

2.2 6,039 leaflets and questionnaires were delivered to addresses in Catterick and the surrounding villages, and to 62 stakeholders and statutory consultees. Leaflets and questionnaires were also delivered to MoD personnel in Catterick Garrison. A copy of the consultation leaflet and questionnaire, the contents of which were agreed with your Chairman and the local Member, is enclosed.

2.3 A summary of responses to the questionnaires and to individual questions is attached to this report, as Appendix 1.
2.4 1,057 responses have been received (18%) and Members will also note the positive nature of the response in terms of the levels of support for the majority of the various proposals.

2.5 Many of the questionnaires were accompanied by detailed written comments and suggestions. In the case of many of the statutory consultees and stakeholders, more formal written submissions were made. A summary of the comments from residents and businesses is provided at Appendix 2. Comments have not been reproduced verbatim; rather, particular issues and categories of comment have been assembled together, and an indication of the numbers of respondents supporting or mentioning the issue is given.

2.6 In relation to the formal submissions from statutory consultees and/or stakeholders, a schedule which summarises their views, together with your officers’ comments is attached as Appendix 3.

3.0 PETITION REGARDING TRAFFIC MATTERS AT AND NEAR TO THE JUNCTION OF VICARAGE ROAD AND CATTERICK ROAD

3.1 Members’ attention is drawn to the petition/questionnaire received from 41 residents of Vicarage Road and adjoining streets. The petitioners raise a number of concerns relating to traffic matters at and near to the junction of Vicarage Road and Catterick Road. Their principal concerns are (the number in parenthesis indicates the number of petitioners):

a) road safety at the mini-roundabout junction
   • accidents at the junction (9)
   • vehicles mounting the pavements (30)
   • vehicles driving straight across the mini-roundabout (31)
   • vehicles making a u-turn at the mini-roundabout (30)
   • vehicles driving the wrong way around the mini-roundabout (14)

b) access to the car park from Vicarage Road
   • vehicles not giving way when turning right from the car park into Vicarage Road (37)
   • lack of road markings and signs on the car park exit (31)

c) crossing Catterick Road
   • lack of crossing facilities at this location (27)

3.2 The petitioners make a number of suggestions for addressing these concerns including:

   • Keeping the mini-roundabout (17)
   • Replacing the mini-roundabout with a tee-junction (2)
   • Replacing the mini-roundabout with traffic signals (25)
   • Improving road markings and signs at the mini-roundabout (28)
   • Improving road markings and signs at the car park exit onto Vicarage Road (31)
   • Providing a Zebra crossing on Catterick Road near to the Vicarage Road junction and / or White Shops (13)
3.3 Your officers recommend that the concerns raised by the petitioners should be investigated and that a report should be presented to a future meeting of your committee.

4.0 INTERPRETATION OF PUBLIC RESPONSES

4.1 Members will note from the appendices that a very wide range of views have been expressed in the responses to this public consultation exercise, from residents, business operators, stakeholders and statutory consultees.

4.2 It is clear from the responses that some of the measures are more strongly supported than others, with levels of support ranging from 93% to 56%. Implementation of a selected number of these measures from the provisional budget allocation of £50k for the 2005/06 financial year. Following consultation with your Chairman and the local Member two schemes have been developed and are being implemented using the £50k included in the 2005/06 Integrated Capital Programme. The schemes are:

i. Dropped kerb crossings (93% support)
ii. Bus stop improvements (90% support)

4.3 Other measures in the proposed strategy were also well supported (ie receiving over 70% support) as follows:

i. Pedestrian plan improvements including the provision of crossing facilities and footway improvements (93% support)
ii. Cycle plan improvements including the development of an integrated network of cycle routes and provision of additional secure cycle parking (86% support)
iii. Equestrian improvements including changes to signing, route access and crossing facilities (75% support)
iv. Provision of passing places on Brough Lane (87% support)
v. Additional safety related signing, lining and lighting improvements, to increase drivers’ awareness of hazards and the existing 30mph speed limits (90% support)
vi. Safety related changes to speed limits: reducing the speed limit to 30mph at Catterick Bridge junction, (84% support)
vii. Safety related changes to speed limits: creation of a home zone for High Green in Catterick Village (73% support; 17% against)
viii. Changes to Catterick Village centre, to improve safety and access for all road users (74% support; 8% against)

Of those supporting changes to Catterick Village centre:
   27% supported Option A;
   26% supported Option B,
   18% supported Option C, and
   2% suggested other options.
ix. Proposed junction improvements: increasing driver awareness at the Bedale Road junctions with Hunton Road, Hawkswell Lane and Moor Lane (84% support)

x. Proposed junction improvements: extending the right turn lanes at the traffic signal junctions of the A6136 with Byng Road and Horne Road (White Shops) and the B6271 (Scorton Crossroads) (87% support)

xi. Altering or introducing parking restrictions to address local safety problems including restricting parking on the verges of Leeming Lane in the vicinity of the Racecourse (85% support)

4.4 Measures in the proposed strategy which were also supported are as follows:

i. Closing Plumer Road in order to provide a quiet route between Catterick and Richmond for cyclists (56% support; 37% against)

ii. Safety related changes to speed limits: reducing the speed limit to 40mph along the A6136 Leeming Lane between the Racecourse and Catterick Village (63% support; 34% against)

iii. Safety related changes to speed limits: Introducing a 20mph speed limit with traffic calming measures for the central area of Catterick Village (67% support; 29% against)

iv. Safety related changes to speed limits: Introducing a 20mph speed limit with traffic calming measures for Hipswell Village (69% support; 24% against)

4.5 In addition, proposals to carry out a review and rationalisation of traffic and pedestrian signing, and traffic orders, within the Catterick area were included in the consultation leaflet, as was the proposal to monitor traffic speeds and volumes in Tunstall and to develop a traffic calming scheme for the village, although specific questions were not included in the questionnaire.

5.0 INTERPRETATION OF STAKEHOLDERS AND STATUTORY CONSULTEES RESPONSES

Catterick Village Conservation Area

5.1 Your officers will ensure that detailed design of any approved schemes will incorporate materials appropriate to the conservation area. In addition, for schemes in the conservation area, further consultation will be carried out with local people, Parish Councils, District Council, English Heritage, and other statutory consultees.

Stakeholders and Statutory Consultees Responses

5.2 Responses from the statutory consultees and stakeholders together with Officer comments are tabulated at Appendix 3.

5.3 Members will note that, at the time of writing, a number the statutory consultees and stakeholders had not responded to the consultation. Your officers have contacted those statutory consultees and stakeholders that have not yet responded to remind them that a response is requested and any further responses received will be reported at your meeting.
6.0 **FURTHER INFORMATION**

6.1 Members are asked to note that the decision on the Traffic Management Strategy to be adopted for Catterick and Catterick Village is a matter which is delegated to the Director of Business and Environmental Services.

6.2 It is however vital that the views of the Area Committee are sought on the Strategy to be adopted, since this is clearly a matter of significant local interest.

6.3 It will also be noted, at Appendices 2 and 3, that a variety of other issues and requests have been raised by respondents. These will be further assessed and, where appropriate, additional investigations will be undertaken to determine whether they should be taken forward, as part of the implementation of the strategy in consultation with the Area Committee.

6.4 Your officers recommend that 1) a full review and rationalisation of traffic and pedestrian signing, and traffic regulation orders; and 2) the proposal to monitor traffic speeds and volumes in Tunstall and to develop a traffic calming scheme for the village as described in the consultation leaflet, should be included in the Strategy and that this work should be commenced in the 2006/07 financial year.

6.5 Members are also asked to note that further consultation on the detailed proposals with stakeholders, statutory consultees and frontagers would be carried out where appropriate.

6.6 Your officers will prepare an implementation phasing plan for the delivery of the various schemes to be included in the adopted Strategy and this will be presented to a future meeting of your committee. The phasing plan will include details of those schemes to be implemented using the £100k and £150k allocated to the Catterick and Catterick Garrison Traffic Management Strategy for the 2006/07 and 2007/08 financial years respectively. The priority given to the individual measures will be guided by the new scheme prioritisation system.

7.0 **RECOMMENDATIONS**

7.1 That the intention to proceed with the detailed design and implementation of the short term measures referred to in paragraph 4.2 of this report, together with commencement of the review and rationalisation of traffic and pedestrian signing and traffic regulation orders, and the proposal to monitor traffic speeds and volumes in Tunstall and to develop a traffic calming scheme for the village, referred to in paragraph 6.4 of this report, in the 2006/07 financial year be noted.

7.2 The Corporate Director of Business and Environmental Services be informed that it is the Committee’s view that a Traffic Management Strategy for Catterick and Catterick Garrison which includes the proposals in paragraphs 4.2, 4.3, 4.4, 6.3 and 6.4 be approved.
7.3 The Corporate Director of Business and Environmental Services be informed that it is the Committee’s view that the scheme for Catterick Village centre, to improve safety and access for all road users, should be developed based on Options A and B in consultation with the Parish Council, local residents and businesses, North Yorkshire Police and other statutory consultees.

7.4 That the other issues and requests raised by respondents and included in Appendix 2 and 3 be noted. That these issues and requests be further assessed and, where appropriate, additional investigations be undertaken to determine whether they should be taken forward, as part of the implementation of the strategy in consultation with the Area Committee.

7.5 That the petition / questionnaire received from residents of Vicarage Road and adjoining streets is noted. That the residents’ concerns relating to traffic matters at and near to the junction of Vicarage Road and Catterick Road should be investigated and a report should be presented to a future meeting for members’ consideration. That measures identified in the report should be taken forward as part of the implementation of the strategy in consultation with the Area Committee.

7.6 That a report be presented to the next meeting setting out for members’ approval an implementation phasing plan for the delivery of the various schemes to be included in the Traffic Management Strategy for Catterick and Catterick Garrison.

G GRESTY
Corporate Director, Business and Environmental Services

Background Papers - None

Author of Report: Colin Brown
Presenter of Report:
Catterick and Catterick Garrison Traffic Management Strategy Public Consultation Response

1.0 Consultation Process
The consultation process for the Catterick and Catterick Garrison Traffic Management Strategy consisted of:

- An Exhibition was held at Booth Hall, Catterick Village on Friday 2 and Saturday 3 December 2005 and at Darlington College in Catterick Garrison on Friday 9th and Saturday 10th December 2005.
- A consultation leaflet and questionnaire were distributed in paper format to all 6039 households in the Catterick and Catterick Garrison Traffic Management Strategy study area, and a total of 901 completed questionnaires were return, constituting a response rate of 15%. The Ministry of Defence also circulated consultation leaflets and questionnaires within single living accommodation located within the Garrison. This resulted in an additional 205 returned questionnaire responses.
- A consultation leaflet and questionnaire was distributed in paper format to statutory consultees and stakeholder, the responses of which are detailed in Appendix 3 of this report.

2.0 Summary of Consultation Responses
The questionnaire listed a total of 11 questions which comprised proposed elements of the Traffic Management Strategy; the responses to each of these questions are detailed as follows:

Q1. Do you support the proposed pedestrian plan improvements including the provision of crossing facilities, dropped kerbs, tactile paving, and footway improvements?
- 93% of respondents supported these proposals
- 5% of respondents did not support these proposals
- 2% of respondents did not register an opinion

Q2. Do you support the proposed cycle plan improvements including the development of an integrated network of cycle routes and provision of additional secure cycle parking?
- 86% of respondents supported these proposals
- 11% of respondents did not support these proposals
- 3% of respondents did not register an opinion

Q3. Do you support closing Plumer Road in order to provide a quiet route between Catterick and Richmond for cyclists?
- 56% of respondents supported these proposals
- 37% of respondents did not support these proposals
- 7% of respondents did not register an opinion

Q4. Do you support suggested Equestrian improvements, including changes to signing, route access and crossing facilities?
75% of respondents supported these proposals
18% of respondents did not support these proposals
7% of respondents did not register an opinion

Q5. Do you support the provision of passing places on Brough Lane?
- 87% of respondents supported these proposals
- 8% of respondents did not support these proposals
- 5% of respondents did not register an opinion.

Q6. Do you support the proposals to improve existing bus stop facilities?
- 90% of respondents supported these proposals
- 6% of respondents did not support these proposals
- 4% of respondents did not register an opinion.

Q7. Do you support the proposed additional safety related signing, lining and lighting improvements, to increase drivers’ awareness of hazards and the existing 30mph speed limits?
- 90% of respondents supported these proposals
- 7% of respondents did not support these proposals
- 3% of respondents did not register an opinion.

Q8. Do you support the proposed safety related changes to speed limits which included:

   a) Reducing the speed limits to 30mph at Catterick Bridge junction, including the bridge?
   - 84% of respondents supported these proposals
   - 13% of respondents did not support these proposals
   - 3% of respondents did not register an opinion.

   b) Reducing the speed limit to 40mph along the A6136 Leeming Lane between the Racecourse and Catterick Village?
   - 63% of respondents supported these proposals
   - 34% of respondents did not support these proposals
   - 3% of respondents did not register an opinion.

   c) Introducing a 20mph speed limit with traffic calming measures for the central area of Catterick village?
   - 67% of respondents supported these proposals
   - 29% of respondents did not support these proposals
   - 4% of respondents did not register an opinion.

   d) Introducing a 20mph speed limit with traffic calming measures for Hipswell Village?
   - 69% of respondents supported these proposals
   - 24% of respondents did not support these proposals
   - 7% of respondents did not register an opinion.

   e) Creation of a Home Zone for High Green in Catterick Village?
   - 73% of respondents supported these proposals
   - 17% of respondents did not support these proposals
• 10% of respondents did not register an opinion.

Q9. Do you support the proposed changes to Catterick Village centre, to improve safety and access for all road users? If yes, please tick your preferred option: A, B, C, Other.
  • 74% of respondents supported these proposals
  • 8% of respondents did not support these proposals
  • 18% of respondents did not register an opinion or had enough knowledge of the area in question.

Of the 818 respondents (74%) who stated support for the proposed changes to Catterick Village centre:
  • 302 respondents (37%) supported Option A
  • 286 respondents (35%) supported Option B
  • 203 respondents (25%) supported Option C
  • 27 respondents (3%) supported Option Other (which they then detailed in the comments section of the questionnaire)

Q10. Do you support the proposed junction improvements, including:

  a) Increasing the driver awareness at the Bedale Road junctions with Hunton Road, Hawkswell Lane and Moor Lane?
  • 84% of respondents supported these proposals
  • 6% of respondents did not support these proposals
  • 10% of respondents did not register an opinion.

  b) Extending the right turn lanes at the traffic signal junctions of the A6136 with Byng Road and Horne Road (White Shops) and the B6271 (Scorton Crossroads)?
  • 87% of respondents supported these proposals
  • 6% of respondents did not support these proposals
  • 7% of respondents did not register an opinion.

Q11. Do you support altering or introducing parking restrictions to address local safety problems including restricting parking on the verges of Leeming Lane in the vicinity of the Racecourse?
  • 85% of respondents supported these proposals
  • 11% of respondents did not support these proposals
  • 4% of respondents did not register an opinion
Appendix 2
Catterick and Catterick Garrison Traffic Management Strategy
Consultation Questionnaire Comments

This document comprises the comments submitted by those responding to the Catterick and Catterick Garrison Traffic Management Strategy Consultation Questionnaire. The comments are listed in accordance with the questions posed.

Q1: Do you support the proposed pedestrian plan improvements including the provision of crossing facilities, dropped kerbs, tactile paving, and footway improvements?

The following comments were made:

- Oppose the zebra crossing at St Johns Parish Church in Hipswell as: it would cause parking problems for congregation, weddings and funerals (4); is too near the road bend (2); it should be positioned closer to the bus stop (1)
- Oppose the pelican crossings and centre refuges in Brompton on Swale as they are not justified (1)
- Oppose the pelican crossings at Catterick Bridge as the bridge suffers from congestion (1)
- Oppose the removal of the cobbles in Catterick Village (1)
- Support the removal of the cobbles in Catterick Village (4), for disabled users pushchairs, pedestrians and scooters (2), it is difficult to walk on when the cobbles are wet (1); if it includes a wide footpath (1)
- Oppose the improvements as it makes it easier for cyclists to use footpaths (1)
- Oppose the proposals for improving access across the Metal bridge in Brompton on Swale as: shouldn’t spend money on improvements due to possibility of very little use (1); it won’t be necessary to spend money on it if the Catterick Bridge improvements are undertaken (1)
- Support the proposals for improving access across the Metal Bridge in Brompton on Swale as: equestrians, cyclists and pedestrians would not then need to use Catterick Bridge (1); it is an important asses for non-motorised traffic (1)
- Catterick Bridge- widening of footway will restrict traffic flow to Catterick Village from north (1)
- No consideration is made regarding pedestrian safety on Hunton Road bridge (1).
- The proposed improvements don’t go far enough (1)

Additional comments were made regarding pedestrian access and facilities:
- Provide footways /footpaths at the following locations:
  - Create new pedestrian and cycle routes along Hunton Road (5)
  - Between Catterick and Tunstall (3)
  - Between Louden Court and Tunstall (1)
  - Between Swale Lane and the Social Club (1)
  - From the northern section of Gatherley Road to Brompton on Swale (through field area) (1)
  - In Hipswell village between the bus stop and the church (1)
  - Between Tunstall Road and Brough Lane or between Horne Road and Catterick Road (1)
  - Within Colburn Village (1)
- At Scotton Dips (1)
  - Improve the footpaths in Brompton on Swale as they are overgrown (2); and are half the width they should be (1)
- Provide pedestrian crossings at the following locations:
  - Across Catterick Road in the vicinity of the Vicarage Road / Catterick Road junction (10)
  - at the Doctors surgery (1)
  - a signal controlled crossing rather than a zebra crossing on High Street at Health Centre (1)
  - a Zebra crossing near the school in Hipswell (1)
  - at the chicanes in Hipswell (1)
- Improvements to lighting/footway/crossing facilities were requested for the following locations:
  - Along Hunton Road (3)
  - Along Gatherley Road (2)
  - along Hillcrest nursing home into Hipswell Village, as the footway is dangerously narrow (1), the footway requires extending and provision of street lighting (1)
- Prohibit parking on footways as it denies access to prams wheelchairs and pedestrians (7), Fourth Avenue, Colburn Lane, and the White Shops area were highlighted as locations susceptible to this parking practice
- Provide additional dropped kerbs (3) including at Shute Road for access to St John’s Centre
- Increase the widths of paths for pushchair and pram access (1)
- Provide additional pedestrian refuges and controlled crossings as this helps regulate speed and allows pedestrians to cross safely (1)
- Improve the footway surface and prohibit access being obstructed by parked cars at the White Shops Post Office (1)

Q2: Do you support the proposed cycle plan improvements including the development of an integrated network of cycle routes and provision of additional secure cycle parking?

The following comments were made:

- Support the cycle plan improvements on the condition that they are used (16) with several comments adding that more cyclists use the road in preference to cycle paths, and one comment added that access for equestrian carriages should be permitted
- Oppose the cycle plan improvements as they are a waste of money (10)
- Concern expressed regarding the safety of on-road cycle lanes as: they make roads even narrower and more dangerous (2) in particular on Catterick Bridge; physical segregation of cyclists from traffic is preferred (3)
- Extend existing cycle routes (4) with one comment adding that a more comprehensive network is required
- Support cycle plan improvements (3)
- Cycle routes to Brompton on Swale from Colburn and Catterick Garrison to include permitted access for pedestrians and equestrians (2)
- Oppose the proposed cycle path between Colburn to Catterick Bridge as the existing pedestrian is under-used (1)

Other comments related to cycling issues:
- Police should encourage/enforce use of cycle ways for road safety (10)
- Provide signage to prohibit equestrians from using cycle routes (4) of which several comments added that equestrians don’t get out of the way/leave droppings on the track
- Improve cycle route surfacing (2) as existing routes are substandard
- Pedestrians to be kept off cycle paths (1)
- Primary children to be taught cycling and road safety (1)
- Construct an outer bridge at Catterick Bridge for cyclists and pedestrians (1)
- Equestrians could use cycle routes as they are regarded as safer routes (1)
- When using cycle routes I have to give way to every side road, thus prefer to use the carriageway (1)
- Provide additional cycle routes (10), serving the following locations:
  - Along Gatherley Road (2) and Station Road to Brompton on Swale
  - Upgrade the footpath between Catterick Village and the Racecourse to joint use cycle and pedestrian route (2)
  - Along Richmond Road into Catterick Garrison (1)
  - Between Catterick Village High Street and Marne Barracks (1)
  - Along Tunstall Road to Brough Lane or Horne Road to Catterick Road (1)
  - Along the former railway line (off-road route) (1)
- Provide secure cycle and scooter storage on Little Green for cycles and scooters (1)

**Q3:** Do you support closing Plumer Road in order to provide a quiet route between Catterick and Richmond for cyclists?

The following comments were made:

- Oppose the closure of Pulmer Road as:
  - Concerned about access to Richmond and traffic volume increase on other routes (14)
  - Uncertain as to whether Plumer Road would then be used by cyclists (13): the route is too hilly to be satisfactory (3); the continuing route into Richmond is regarded as dangerous (2)
  - Would cause chaos if Richmond Road was closed due to accidents or bad weather (5)
  - Restricts access to Richmond for the south-western area of Garrison (3)
  - Would increase traffic volume along Haig Road (3)
  - Access is required to be retained to Plumer Road for stables/farms etc (2)
  - Concern is expressed over the potential increase in Garrison size and necessary access routes required (2)
  - Plumer Road acts as a buffer road to Richmond (2)
  - Concern is expressed regarding public right of way access (2)
  - Would restrict access to Tesco’s and cause an increase in traffic on Sandbeck Road (1)
  - Plumer Road is currently used by MOD tracked vehicles (1)
  - Support the closure as this would reduce parking in Catterick due to an increase in cycling (1)

**Q4:** Do you support the suggested equestrian improvements including changes to signing, route access and crossing facilities?

The following comments were made:
- Oppose the equestrian improvements (5) of which four comments stated that they are a waste of money, and one comment added that horses and traffic do not mix.
- The improvements are not considered a priority (2) and too much emphasis is placed on equestrian matters - they are a minority (1).
- Support the improvements (2).
- Support the improvements on the condition that they are then used (1).
- Additional improvements required - a comprehensive network is needed (1).
- The improvements should include a bridleway from Gatherley Road to Brompton Park (1).

Other comments relating to equestrian issues include:
- Use of facilities should be made compulsory (1).
- Horses should be permitted to be ridden 2-3 abreast (1).
- Horse riders to be fined for not picking up droppings (1).

Q5: Do you support the provision of passing places on Brough Lane?

The following comments were made:
- Oppose passing places as:
  - It would create a rat run/race track route (3).
  - Would increase volume of traffic (2).
  - The route should be kept safe for pedestrians, cyclists and equestrians (1).
  - Support the introduction of passing places (2).
- Widen Brough Lane to accommodate two-way traffic flow (1).
- Introduce a vehicle width restriction along this route as a cyclist was almost knocked off their bike (1).

Q6: Do you support the proposals to improve existing bus stop facilities?

The following comments were made:
- Support the improvements as they are much needed (5) especially in Colburn.
- Provision of all weather facilities also required (4).
- The proposals do not go far enough - need comprehensive system to reduce dependence on cars (3).
- Additional bus stops are required along Station Road in Brompton on Swale (1).
- Provide bus shelters: at the bus stop on Bedale Road (1), at Blue File Way (1).
- Concern expressed regarding the cost effectiveness due to the possibility of vandalism (1).
- Oppose the improvements as bus services are non-existent (1).
- To improve the facilities a decent service is required (1).

The following additional comments regarding public transport were made:
- Improved bus service are required (5) of which one comment added that a half-hour frequency is required, and another comment highlighted the lack of return services available.
- Timetable information is required at bus stops (2).
- Relocate the bus stop in the village away from chicane in Hipswell village (2).
- Construct a lay-by area at the Little Green bus stop in order to allow vehicles to access Swale Lane (1).
Q7: Do you support the proposed additional safety related signing, lining and lighting improvements, to increase drivers’ awareness of hazards and the existing 30mph speed limits?

The following comments were made:

- Oppose the additional signs (19) of which five comments stated that there are already too many signs; four comments stated that too many signs would lead to confusion/distraction, and a further one comment stated that additional signage would more obstacles to collide with
- Oppose the improvements (3) as:
  - the routes are adequate at present and the money would be better used elsewhere (1);
  - street lighting and signing is unlikely to reduce accidents (1);
  - education is required rather than road decoration (1)
- Improvements do not go far enough (4) with the following suggestions made:
  - introduce traffic calming measures along Horne Road (1);
  - introduce 30mph signs along Scotton road (1);
  - provide clearer speed signing along Catterick Road (Colburn) to Byng Road (1)
- Oppose additional lining due to implementation and maintenance cost (1)

Comments relating to the use of VAS include:

- Support the introduction of VAS (11) as they:
  - provide maximum impact at minimal cost (2);
  - prove effective in raising awareness of speed (3);
  - solve a lot of speeding problems (1)
- Oppose the introduction of VAS as:
  - they cause drivers to brake hard on sign activation leading to accidents (1);
  - make people speed up to check if the sign works or to check their speed preventing them from watching the road (1)
- Support the introduction of a VAS in Hipswell Village (1)
- The introduction of a VAS in Hipswell is pointless as they are slowing for the bend anyway it would be better positioned on the hill down from the roundabout where cars reach higher speeds going down hill (1)

Additional comments relating to signing, lining and lighting include:

- The road sign directing traffic from A1 is badly positioned- a hazard especially during darkness, the sign needs to be positioned closer to the entrance to Catterick Road (1)
- The introduction of a VAS was requested for the following locations:
  - Beck Side and Leeming Lane (1)
  - In the vicinity of the existing pedestrian crossing on High Street (1)
  - On the approach to southbound 30mph speed limit signs (1)
  - At the Mowbray Road/ High Street junction (1)
  - At the northern and southern approaches into Catterick Village (1)

Q8: Do you support the proposed safety related changes to speed limits, which include:
a): Reducing the speed limit to 30mph at Catterick Bridge junction, including the bridge?
The following comments were made:
- Oppose the speed limit as it is a waste of time (1)
- Feel that the introduction of a 30mph speed limit is still excessive for this route (1)

b): Reducing the speed limit to 40mph along the A6136 Leeming Lane between the Racecourse and Catterick Village?
The following comments were made:
- Oppose the 40mph as:
  - A 50mph speed limit would be preferable (1)
  - The route is used as the main route to the nearest Accident and Emergency medical facilities (1)
  - The limit will only frustrate drivers and therefore will not slow traffic through the village (1)
  - Introduce a 30mph limit rather than a 40mph speed limit along Leeming Lane (1)
  - Reducing the speed limit on the A6136 from Catterick Village to Catterick Bridge would be unenforceable (1)
  - The section along the A6136 Catterick Village to Catterick Bridge is too long a section to warrant a 40mph speed limit (1)
  - The introduction of a VAS on the approach to Catterick Village would be sufficient (1)
- Vehicle speeds along Leeming Lane are considered excessive (8), of which several comments requested the following measures:
  - Police enforcement (3)
  - The introduction of traffic calming measures (1)
  - The introduction of speed cameras (1)

c): Introducing a 20mph speed limit with traffic calming measures for the central area of Catterick Village?
The following comments were made:
- Oppose the reduction in speed limit as:
  - A 30mph speed limit is sufficient (1)
  - A 20mph speed limit is unrealistic and it would be more practical to enforce 30mph (1)
- Oppose the proposed traffic calming measures as:
  - Humps cause noise pollution (2); slow down emergency vehicles and cause spinal injuries (1)
  - A chicane only represents a challenge (1)
  - Proposed features are regarded as dangerous (1)
  - Makes access for agricultural machinery difficult (1)
- Support the reduction in speed limit and calming measures as:
  - The existing 30mph speed limit is not adhered to (1)
  - Signs do not work (they are ignored) or cushions are avoided- need humps, chicanes, or roundabouts at both the A6136 /Mowbray Road and A6136 Low Green junctions (1)

Other comments relating to traffic calming in Catterick village include:
- Vehicle speeds through Catterick Village are considered excessive (3), of which one comment expressed doubt about how the speed limits would work, and another comment requested the introduction of speed cameras on the southern approach into the village
- Speed signs and painting limits is not the answer- stronger measures are required (1)
- Introduce a 20mph speed limit between the racecourse to Catterick Village town bridge, between Low Green to Tunstall Road (Tunstall side of bridge), and along the A6136 to Marne Barracks with speed cushions (1)
- The introduction of the 20mph near schools is a regarded as beneficial (1)
- Do not support speed cushions on Leeming Lane, as they are hazardous for motorcyclists, injured passengers and low clearance cars, and useless against HGV’s (1)
- Consideration needs to be made regarding: the large number of caravans that use the A6136 (1) and that access for deliveries to businesses is required (1)
- Create additional car parking areas as this influences the driver’s perception of speed associated with urban areas (1)

d): Introducing a 20mph speed limit with traffic calming measures for Hipswell Village?

The following comments were made:

- Oppose the reduction in speed limit as:
  - The existing 30mph speed limit is considered adequate (1)
  - A 20mph speed limit is unrealistic and it is considered more practical to enforce a 30mph speed limit (1)
  - It is not possible to do more than 20mph at present (1)
- Oppose the introduction of calming measures as:
  - They already exist (2)
  - Speed humps are painful for vehicle occupants (1)
  - Do not need speed cushions or zebra crossing on a hill (1)
- Support the proposals as vehicle speeds are excessive in the vicinity of the school and elderly residential area (1), and in the vicinity of the Redrow residential area (1)
- Support the proposals but extend the measures to include:
  - an additional speed hump after the proposed pedestrian crossing (1)
  - the northern section of Byng Road encompassing the hill and bend (1)
  - traffic calming measures at Albermarle Drive (1)
  - speed cushion features at the school entrance (1)
  - a 20mph speed in the vicinity of Coppice Beck (1)
- Support only the introduction of a 20mph speed limit (1)

Comments regarding the existing chicane traffic calming measures:
- Remove the chicane (3) of which 1 comment highlighted that it provided difficult for buses to manoeuvre around
- The chicane is effective in reducing vehicle speeds (2)

e): Creation of a Home Zone for High Green in Catterick village?

The following comments were made:
- Oppose the proposed introduction of a Home Zone as:
  - It is a waste of money (1)
  - A Home Zone would not be practical, a footway and a wider carriageway with traffic calming measures is required, and changing the way cars are parked won’t create extra spaces (1)
- Safe pedestrian and cycle areas needed on High Green and Low Green (1)

Other general comments made regarding the proposed Traffic Management Strategy traffic calming measures and reduction in speed limits are listed as follows:
- Introduce 20 mph speed limits in all villages and towns (2)
- The introduction of the 20mph near schools is a regarded as beneficial (1)
- Oppose further reduction in speed limits as:
  - Why reduce speed limits when existing limits are not enforced? (2)
  - Introducing 20 mph speed limits will make people too busy watching their speedometer to take notice of the road (1)
  - Introducing a permanent 20mph speed limit near schools is unreasonable as they are closed 80% of the time (1)
  - A 20mph speed limit is too slow and is difficult to enforce (1)
  - Further restrictions will result in traffic using Tunstall Road and Richmond Road as alternative routes (1)
  - Vehicle speeds of 20mph often occur anyway due to traffic volume and enforcement is therefore regarded as unnecessary (1)
  - Drivers ignore the existing speed limits and therefore reducing the limits will not improve the situation (1)
  - Cars now have shorter braking distances (1)
- Support the proposed traffic calming measures (1)
- Oppose the introduction of traffic calming measures as:
  - Speed cushions are not effective in reducing the speeds of motorbikes or wide vehicles (1)
  - These features cause vehicle damage and discomfort to passengers (1)
  - At 50mph you feel little more discomfort than at 30mph (1)
  - Speed humps are frustrating (1)
  - The introduction of speed cameras are preferred (1)
Q9: Do you support the proposed changes to Catterick Village centre, to improve safety and access for all road users? If yes please tick your preferred option: Option A, Option B, Option C, or Other (which respondent was asked to provide further details in the comments section of the questionnaire).

The following comments were made:

- Support the proposed changes as:
  - Any improvement is welcomed as it is a very busy area (2)
  - All categories have been included, well thought out plans (1)
  - Good in principle although some elements in each option would cause more problems than solve (1)

- Oppose the proposed changes as:
  - Do not introduce changes to Catterick Village until after the A1 upgrade has taken place and subsequent traffic volumes have been assessed (8)
  - Existing parking areas and road layout is considered adequate (2)
  - It would become more dangerous if the road width was reduced (1)
  - The chicane feature was introduced a few years ago and then subsequently removed from High Green after it caused too much unnecessary congestion (1)

- Comments relating to Option A:
  - Support Option A as it is acceptable (1)
  - Oppose Option A as angled parking would prove difficult for those drivers approaching from the north section of the village (1)

- Comments relating to Option B:
  - Support Option B on the condition that: articulated vehicles do not occupy the parking bays as is the practice at present (1); the area is not used for bus parking (1); parking is restricted to the western side of High Street between Low Green and the Health Centre (1)
  - Oppose Option B due to permitting parking on the eastern side of High Street (1) and parking in the vicinity of the High Green / High Street junction would restrict egress visibility (1)

- Comments relating to Option C:
  - Support Option C as it is considered the best of the options but would requires the provision of extending the proposed green area (1)
  - Oppose Option C as it reduces the number of parking spaces available (1)

Additional comments related to parking include:

- Improved parking facilities are required (1)
- Introduce short stay parking restrictions (20 minute maximum duration) on the High Street (1)
- Introduce residents only parking on the High Street (2)
- Additional parking facilities are required at the Co-Op supermarket (2)
- Provide a free village car park to eliminate parking problems (compulsory purchase paddock north of Co-op) (1)
- Provide parking facilities in the area in the vicinity of the Co-op supermarket and Mowbray Road (1)
- Prohibit parking on the cobbled area of the High Street as pedestrians are then forced to walk on the carriageway (1)
- None of the proposed options addresses illegal parking outside the Co-op supermarket (1)
- Restrict parking in the vicinity of junctions, particularly at the Mowbray Road junction (1)
- Prohibit: HGV parking (3); overnight parking on Low Green (1); indiscriminate parking causing danger and obstruction (1); parking along the High Street (1)
- Restrict the availability of on-street parking along Low Green (1)
- Parking restrictions and speed limits should be strictly policed (1)

Other comments relating to safety in Catterick Village include:
- Catterick village appears to be main focus (3) of which one comments questioned why is the traffic through Catterick Village any different to the traffic through Colburn?
- Excessive speed and volume of HGV and Military vehicles should be addressed (2)
- Prohibit HGV’s from using Catterick Village as a quick route to the A1/Garrison area (1)
- Introduce a weight restriction to prohibit military vehicles larger than Land Rovers from travelling through Catterick Village (1)

**Q10: Do you support the proposed junction improvements including:**

**a): Increasing the driver awareness at the Bedale Road junctions with Hunton Road, Hawkswell Lane and Moor Lane?**

The following comments were made:
- Scotton bridge on Bedale Road requires widening or improved awareness of this route section as it is considered dangerous during hours of darkness or foggy weather conditions (2)
- The junction of Bedale Road/ Moor Lane requires more than traffic calming measures (1)
- At Hawkswell Lane crossroads change give way signs to stop signs (1)
- Traffic calming measures are required along Bedale Road in Scotton, particularily in the vicinity of the bridge and suggested the introduction of a VAS (1).

**b): Extending the right turn lanes at the traffic signal junctions of the A6136 with Byng Road and Horne Road (White Shops), and at the B6271 (Scorton crossroads).**

Support the junction improvements as filter lanes are an excellent idea (1)
- Oppose the proposed junction improvements (4) of which 1 comment stated that the creation of filter lanes would not relieve congestion, and an additional 2 comments did not believe that these proposals would result in an improvement
- Support the White Shops improvement but in addition to the proposals provide left turn filter lanes to reduce congestion along Catterick Road (1)
- Support the White Shops junction improvement but oppose the B6271 Scorton crossroads improvements (1)

Additional comments regarding the White Shops junction include:
- Remove the traffic lights and replace with a roundabout (5) with several stating that this would result in improved traffic flow conditions
- Install red-light cameras at the junction to deter motorists from driving through the junction whilst the signal is on red (4)
- Introduce a filter light at the junction for Horne Road from Camp Centre (3) of which 1 comment highlighted that extending lanes would still no permit enough time to turn through the junction
- Modify the signal timing sequence (2)
- Residential routes as alternative routes avoiding the White Shops junction, reducing safety within these residential areas (2)
- Provide a left filter lane for Horne Road with Give Way restriction and not signal control, and filter light priority for vehicles turning from Catterick Road onto Horne Road (1)
- Improve the flow of traffic through the area reducing the need to use Tunstall as a short-cut route (1)

Additional comments related to junction improvements at Scorton crossroads include:
- Provide filter lanes at Scorton Road crossroads (3)
- Provide a filter light for right-turning traffic (2) of which 1 comment added that this would eliminate the need to extend the lanes
- Modify the signal timing sequence (1)

Q11: Do you support altering or introducing parking restrictions to address local safety problems including restricting parking on the verges of Leeming Lane in the vicinity of the Racecourse?

The following comments were made:

- Support the proposals:
  - Especially on Market days (4) of which 2 comments noted that during this period parking tend to occur on the grass verges
  - In the short term but other long term measures are required including the possibility of constructing a mini-roundabout (2)
  - On the condition that parking is not displaced into Brompton on Swale (1)
  - Agree with fencing to prevent parking which is hazardous for pedestrians who currently cross the carriageway between parked cars/ whilst cars are pulling out of the parking space (1)
  - Oppose the construction of fencing (3) of which 1 comment stated that fences are not cost effective and require maintenance

Additional comments related to parking include:
- Parking restrictions already exist and any additional restrictions or measures will require enforcement (5), of which 1 comment suggested that the Sunday Market should finance the proposed parking restriction measures
- A free car park already exists but is not used (2)- improved advertising of this facility is required
- Implement a one-way entry and exit system for the car park in order to relieve congestion (1)
- Ensure parking spaces for leisure users (e.g. dog walkers) are retained (1)

Comments related to the installation of traffic lights and pedestrian crossing facilities at the Racecourse area include:
- Operate peak time/temporary traffic lights (4)
- Install traffic lights at the Racecourse (1)
- Introduce traffic lights on the north side of Catterick bridge to synchronise with pedestrian crossings (1)
- Operate controlled pedestrian crossings during Market & Race days only (1)
- Oppose the introduction of controlled pedestrian crossing facilities as: they would create more congestion (1), pedestrians tend to cross wherever they choose (1)
- Relocate the crossing point for racehorses away from Catterick Bridge and combine the new facility with an improved pedestrian crossing system (1)
- The controlled crossing may necessitate the 30mph speed limit but few drivers will keep adhere to this speed limit (1)

Additional comments related to the Catterick Bridge area include:
- Use the grass verge for constructing a pedestrian and cycle path (2)
- Street lighting is required for leisure users (1)
- The current traffic flow problems result from driver impatience and lack of indication, rather than excessive vehicle speed (1)
- Would additional lay-by parking be created? (1)
- The speed limit at Catterick Bridge used to be 30mph (1)
- Introduce measures to address the traffic problems along Gatherley Road resulting from the Sunday market (1)
- Introduce a Military Vehicle restriction along Gatherley Road (1)

Other comments made by respondents:

Traffic calming

Colburn:
- Forest drive in Colburn requires traffic calming measures (6) as it is used as an alternative route to avoid congestion when Catterick is congested
- Reduce the speed limit and introduce traffic calming along First, Fourth and Fifth Avenues (5) to deter ‘boy racers’
- Introduce traffic calming measures and a 20mph speed limit for whole of the Colburn estate (4)
- Extend the 20mph speed limit to include Forest Drive (3)
- Introduce a 20mph along Colburn Lane (2) of which 1 comment also requested the introduction of speed cushion in order to deter drivers from using this area as an alternative route to avoid congestion along the A6136
- Introduce speed humps along Colburn Lane and back road (north of Oak Tree Court) (1)

White Shops area:
- Introduce a 20mph speed limit with traffic calming measures in this area (5) vehicle speed is considered excessive during off-peak periods
- Vehicle speed is excessive between Rosedale nursing home to Whiteshops eastbound (1)
- Introduce speed cameras along Catterick Road between Colburn and the White Shops junction (1)

Brompton on Swale:
- Reduce the speed limit on Gatherley Road to 30mph as there has been an increase in pedestrians and local traffic from new development (2)
- Excessive vehicle speed along Gatherley Road needs to be addressed (1)
- Introduce a 20mph speed limit and traffic calming measures along the B6271 from Richmond- in the vicinity of both blind road bends (1)
- Introduce a 40mph speed limit along the B6271 at Brompton Bridge with related signing and lining (1)
- The B6271 through Brompton on Swale is used as the main route for emergency vehicles but the speed of other vehicles requires addressing (1)

**Tunstall:**
- Vehicle speed through Tunstall village is considered excessive (15)
- The volume of traffic through Tunstall is excessive (10)
- Traffic calming measures are required (9) of which several comments added that speed humps should placed at each end and in the middle of the village as the most effective barrier to speeding motorists
- No solution for Tunstall is proposed (7)
- Traffic problems in the village will become worse through the expansion of the Garrison (5)
- Current parking practice should be addressed as it results in obstruction of visibility along the route (5) of which 3 comments suggested restricting parking to one side of the carriageway
- Hazard awareness signing and lining measures are required in the village (2)
- The lack of street lighting requires addressing (2)
- Strongly support the proposed scheme for Tunstall (1)
- Introduce a 40mph speed limit on the approach into Tunstall village, positioned 100m east of Louden Court (1)

**Speed restriction and traffic calming measures were requested for the following locations:**

- Gough Road (4)
- Mallard Drive to Kestrel Drive (1)
- Bedale Road Scotton Village (1)
- Loos Road (1)
- Along Richmond Road (2) particularly at the sharp bend at the bottom of the hill
- Implement a 30mph speed limit along the A6136 (1)
- Implement a 20mph speed limit along Haig Road (1)
- Within the Hunton Road area as:
  - Implement speed restrictions (4) of which 3 comments added that drivers ignore the 30mph speed limit, and another comment requested implementing signing to make drivers aware of the speed limit
  - Vehicle speeds are considered excessive along Hunton Road in the vicinity of Oak Tree Avenue and Range Road (1)

**Parking issues:**

- *Parking at St Johns Church in Hipswell needs to be addressed especially during funerals and weddings occasions* (3)
- More policing needed of bad street parking (2) eg corners and pavements
- Enforce off-street property parking rather than parking on the carriageway (2), particularly along Mallard Drive
- Parking in the vicinity of the post office in Brompton on Swale acts to obstruct driver visibility (1)
- Widen Gough Road to enable drivers to park their cars safely (1)
- Implement parking restrictions along Bedale Road between Malkland Road and Meanee Road to deter drivers from parking on the hill (1)
- At the White Shops area:
  - Parking restrictions at loading bays and bus stops should be enforced (6) as buses are then forced to stop on the carriageway rather than the lay by with pedestrians then walking on the carriageway for access to/from the bus vehicle
  - Prohibit parking at the Le Maginot Wine bar on Byng Road (3) as parking creates a road safety hazard and causes delays in the traffic flow from Catterick Road onto Byng Road (1)
  - Enforce illegal parking on double yellow lines at the Byng Road junction (1)

**Junctions:**

**Vicarage Road roundabout junction:**
- Improve the awareness of the Give Way to Vicarage Road when egressing from the Richmond District Council (6) of which 5 comments requested the repainting of road markings with improved signing
- Signalise the junction to assist access from Vicarage Road onto Catterick Road (4)
- Signing at the junction is poor and abuse of the give-way priority at the junction is hazardous (3)
- Eastbound vehicle speed on the approach to the junction is considered excessive creating hazardous conditions for right-turning vehicles (2)
- U-turn manoeuvres undertaken by drivers at this mini-roundabout junction are considered dangerous (2)
- The junction causes difficulties for HGV’s to negotiate (1)

**A6136 Roundabout junctions:**
- Oppose the existing mini-roundabouts along the A6136 Catterick Road route as:
  - They are excessive in number (9), of which 1 comment stated that they created hazards not reduced them and that there is not sufficient traffic volume from the housing estates to warrant them, and another comment stated that they did not feel that traffic would stop to give way
  - Give Way procedures are not observed or are ignored (2)
  - Motorists use alternative routes in order to avoid these junctions (2) of which an alternative route via Tunstall was illustrated as an example
  - Large vehicles cannot negotiate them (2), of which 1 comment suggested that the carriageway at the junctions should be widened
  - The impede the free flow of traffic (1)
  - They cause more confusion than assistance (1)
  - There have too many accidents since the mini-roundabout was installed for turning right into Colburn Lane for westbound traffic (1)
  - Unless the roundabouts are enlarged (1)
- The roundabout junction in the vicinity of the Fire Station requires realignment (1)
- Remove all roundabouts (1)
- The roundabout junctions along the A6136 should be revised (1)
Other comments relating to junctions:

- The left turn from A6136 onto Gatherley Road at Catterick Bridge requires improvements (2) of which 1 comment suggested the provision of a left filter lane to enable traffic to turn left rather than being blocked by right turning traffic.
- Improvements to the Richmond Road / Gough Road signalise junction are required (2) as they are confusing, causing shunts as the left turn filter cannot be seen by the first car in the queue, and whilst turning right from Gough Road you have to pass red lights.
- Improvements to Catterick Bridge junction are considered an immediate priority (1).
- Change the traffic priority of the Catterick Bridge junction to make the Bridge and Catterick Road the main road, and Leeming Lane the minor road (1).
- Introduce a mini-roundabout at the A1 junction Gatherley Road as a short term measure until the A1 upgrade as speed of traffic approaching from the A1 is considered excessive (1).
- The Low Hall Lane requires addressing as it is a blind junction (1).
- Provide a roundabout at the Augustus Gardens junction in Brompton on Swale with junction parking restrictions (1).

Street lighting issues

- Improvements in street lighting are required at the following locations:
  - Hunton Road (9)
  - Rawlinson Road (1)
  - Colburn Lane (1)
  - Bedale Road in Scotton (1)
  - High Green (1)
- Street lighting is required along the A6136 between Catterick Bridge and Colburn Road (1).

Other general comments include:

- A bypass or ring road would be useful to ease traffic flow and congestion in Catterick Garrison centre (3).
- Introduce double white lines in the vicinity of the Racecourse to prevent overtaking (1).
- Improve the signing of the leisure route between Catterick Village and Brough Lane (1).
- Tunstall Road carriageway requires maintenance and modification to the road geometry particularly at road bends as it is impossible for two large vehicles to pass safely (1).
- 90% of B-roads should be widened (1).
- Prohibit horsebox vehicles from using the A6136 Catterick to Tunstall as this route is used by large/wide slow moving vehicles causing hazards, particularly when some vehicles are being driven at excessive speeds (1).
- Bad driving kills, not speed - better policing and training is required, not reliance on cameras, traffic calming etc (1).
- Inadequate policing is a problem (1).
- Oppose all traffic calming measures as this ruins the overall view of the area (1).
- More speed cameras are required as the Garrison area exists as a race track for drivers (1).
- The bend in the carriageway near St Cuthbert’s Church is too sharp, with traffic mounting the pavement to pass, endangering pedestrians (1).
- Widen Catterick Road and Gough Road (1)
- Upgrade the A6136 to a dual carriageway (1)
- Provide better coach parking facilities in Hipswell (1)
## Catterick Traffic Management Strategy

### Views of the Stakeholders and Statutory Consultees

<table>
<thead>
<tr>
<th>From</th>
<th>Comment</th>
<th>Officer Response</th>
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<tbody>
<tr>
<td>Brompton on Swale Parish Council</td>
<td>1  YES to pedestrian plan improvements</td>
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<td>2  YES to cycle plan improvements</td>
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<td>3  NO STATED PREFERENCE to closing Plumer Road in order to create a quiet route for cyclists</td>
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<td>4  YES to Equestrian improvements</td>
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<td>5  YES to the provision of passing places on Brough Lane</td>
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<td>6  YES to improve existing bus stop facilities</td>
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<td>7  YES to safety related signing, lining and lighting improvements</td>
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<td>8a YES to reducing the speed limit to 30mph at Catterick Bridge junction</td>
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<td>8b YES to reducing the speed limit to 40mph on the A6136 between the racecourse and Catterick Village</td>
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<td>8c NO STATED PREFERENCE to a 20mph speed limit with traffic calming in Catterick Village</td>
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<td>8d NO STATED PREFERENCE to a 20mph speed limit with traffic calming in Hipswell Village</td>
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<td>8e NO STATED PREFERENCE to creation of a Home Zone in High Green Catterick Village</td>
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<td>9  NO STATED PREFERENCE to changes to Catterick Village centre</td>
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<td>10a NO STATED PREFERENCE to increase driver awareness at Bedale Road junctions with Hunton Road, Hawkswell Lane and Moor Lane</td>
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<td>10b</td>
<td>NO STATED PREFERENCE to extending the right turn lanes at traffic signal junctions on the A6136 at Byng Road and White Shops and on the B6271 at Scorton crossroads.</td>
<td>Noted.</td>
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<tr>
<td>11</td>
<td>YES to altering or introducing parking restrictions in the vicinity of the Racecourse. Welcome the improved road safety measures near Brompton on Swale Caravan Park and Broken Brae. Wish to see provision of a controlled crossing on Gatherley Road in the vicinity of Catterick Caravans. Also an alternative footway, away from traffic, using part of the old Yorkshire Water site.</td>
<td>Officers will consider whether the potential level of pedestrian usage, the volume of traffic flow, other crossing provision in the vicinity, and any proposed development nearby, would be such as to justify the provision of a controlled crossing at this location. The old Yorkshire Water site is not highway or otherwise within the County Council’s control. Agreement with the landowner, or through the planning process should a planning application be made for the site, will be required if this route is to be considered for inclusion in the strategy. Your officers will obtain further details of the proposal from the Parish Council and report back to a future meeting of your committee. These can be included in the strategy subject to site constraints if any. Consideration can be given to this proposal. It will need the support of NY Police if it is to be progressed. Your officers will investigate the proposal and report back to a future meeting of your committee.</td>
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<td>Wish to see bus stop improvements at Augustus Gardens and Honeypot Road. Ask that consideration be given to extending the 30mph limit from Catterick Bridge northwards to the junction by the A1 Kennels.</td>
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<td>Ask that the proposed cycle route from Walkerville to Brompton on Swale via the Iron Bridge should also be a Bridleway and Public Footpath. Ask that note is taken of the Parish Council’s deep involvement in the project to bring this bridge back into use as a multi purpose facility. Ask that note is taken of the Parish Council’s research into the anticipated costs of restoring the bridge which indicates that the costs will be significantly less than the figure quoted in the Traffic Management Strategy consultation leaflet.</td>
<td>Shared use will be considered when the further consultation is carried out on the detailed scheme. Noted. Noted.</td>
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<td>Brough with St Giles Parish Meeting</td>
<td>Brough with St Giles Parish Council agrees with all of the proposals which affect the parish. The Parish Council ask that consideration should also be given to the inclusion of ‘keep clear’ signage and/or road markings at the entrance and exit of the Racecourse car park on the A6136 Catterick Road near to the junction with Leeming Lane as this could help improve traffic flow in and out of the car parks at busy times.</td>
<td>Noted.</td>
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<td>English Nature - North and East Yorkshire</td>
<td>The proposals do not appear to have any nature conservation implications. English Nature therefore does not wish to comments further.</td>
<td>Noted.</td>
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<tr>
<td>North Yorkshire Police</td>
<td>SUPPORT for pedestrian plan improvements SUPPORT for cycle plan improvements, particularly outside the Garrison area where there are few off road cycle routes, and support in principal for the closure of Plumer Road to provide a quiet route for cyclists NO ADVERSE COMMENTS on Equestrian Improvements Brough Lane – Provision of passing places may</td>
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<td>Officer Response</td>
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| | be of benefit where there is adequate forward visibility  
Bus stop facilities – NO ADVERSE COMMENTS  
SUPPORT for Safety Improvements where there has been loss of control collisions  
SUPPORT for 20mph speed limits where these meet the agreed criteria  
Catterick Village Centre – NO PREFERRED OPTION - but concern that vehicles reversing out of parking bays onto the main carriageway may be a safety issue particularly in Option A where vehicles may be reversing across a cycle lane  
SUPPORT for junction improvements to enhance road safety and relieve congestion  
Parking restrictions – would need to see details of specific schemes before further comment. | Noted. |
| Confederation of Passenger Transport | As there was little about public transport that was controversial, CPT has no comments to make. | Noted. |
| Sustrans | 1 YES to pedestrian plan improvements  
2 YES to cycle plan improvements  
3 YES to closing Plumer Road in order to create a quiet route for cyclists  
4 NO STATED PREFERENCE to Equestrian improvements  
5 NO STATED PREFERENCE to the provision of passing places on Brough Lane  
6 NO STATED PREFERENCE to improve existing bus stop facilities  
7 YES to safety related signing, lining and lighting improvements  
8a YES to reducing the speed limit to 30mph at Catterick Bridge junction | Noted. |
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<td>8b YES to reducing the speed limit to 40mph on the A6136 between the racecourse and Catterick Village</td>
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<td>8c YES to a 20mph speed limit with traffic calming in Catterick Village</td>
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<td>8d YES to a 20mph speed limit with traffic calming in Hipswell Village</td>
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<td>8e YES to creation of a Home Zone in High Green Catterick Village</td>
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<td>9 YES to changes to Catterick Village centre with Option A preferred</td>
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<td></td>
<td>10a YES to increase driver awareness at Bedale Road junctions with Hunton Road, Hawkswell Lane and Moor Lane</td>
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<td>10b NO STATED PREFERENCE to extending the right turn lanes at traffic signal junctions on the A6136 at Byng Road and White Shops and on the B6271 at Scorton crossroads</td>
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<td>11 YES to altering or introducing parking restrictions in the vicinity of the Racecourse</td>
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<tr>
<td>Road Haulage Association</td>
<td>No issues of concern to road hauliers, and therefore have no comment on the proposals</td>
<td>Noted.</td>
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Note: When reference was made to the current consultation on improvements to the A1 motorway, County Councillor Carl Les declared a personal interest as he had a business adjacent to the A1.

CONSIDERED –

Report of the Corporate Director – Business and Environmental Services advising Members of the outcome of the public consultation exercise on the proposed Traffic Management Strategy options for Catterick and Catterick Garrison; making recommendations on the Traffic Management Strategy to be adopted and indicating those short-term measures which had received high levels of support during the consultation process, and which would now be progressed as quickly as possible to the detailed design stage.

Circulated at the meeting was the list of the comments of seven consultees whose responses had been received after the report for this meeting had been finalised.

County Councillor Carl Les welcomed the report and the consultation which had been undertaken. He advised that the work had been widened from just the Catterick Camp Centre to include surrounding villages. He emphasised that expectations had now been raised within the community and he hoped officers could develop some “quick wins”. He also advised that survey work had already been undertaken on street lighting which he hoped would reduce the amount of time which County Council officers would require for that purpose. He added that he hated to think that Scotton would be overlooked.

Nick Welch, Jane Branch and Phil Biggs, residents of Tunstall, each addressed the meeting to express concern at the numbers of vehicles now travelling through their village and that weight restrictions and speed limits were being ignored. They also felt that the problems were due to the Garrison expansion and it was therefore the MOD who should be providing funding for improved road infrastructure and traffic calming. They also requested that their Association be recognised as a stakeholder in the TMS process.

A representative of MOD Estates addressed the meeting in response to the concerns expressed by the Tunstall residents. He advised that the concerns raised were amongst the key issues at the recent exhibition and that the MOD would work with the North Yorkshire Highways to do what it could to facilitate traffic through Tunstall and also look at signage. He added that the MOD had funded a traffic model which Mouchel Parkman had produced and, as such, the MOD was trying to play its part.

Barrie Mason advised that the views of Tunstall residents, and the strength of feeling, had already been expressed during the consultation process although, unfortunately, the questionnaire had not contained a specific question regarding Tunstall. He advised that officers would develop a scheme during the current year. £100k was available for this TMS during 2006/07 and a further £100k would be available for the following year. Proposals for Tunstall would be eligible to receive that funding and, at the Committee’s meeting on 31 May 2006, a decision could be made about the timing of the various proposals within the Strategy.
Barrie Mason confirmed that North Yorkshire Highways worked closely with the MOD and had quarterly discussions. He also undertook to involve the Association to which Nick Welch, Jane Branch and Phil Biggs belonged, as well as other Tunstall residents, in the consultation.

County Councillor John Blackie emphasised that Members wanted to see traffic measures implemented in Tunstall as soon as possible.

County Councillor John Blackie referred to the current consultation on improvements to the A1 motorway and advised that the proposals contained no local access roads at this stretch of motorway and that it was unacceptable to use Middleton Tyas as a bypass for problems on the A1.

**RESOLVED –**

(a) That the intention to proceed with the detailed design and implementation of the short term measures referred to in paragraph 4.2 of the report, together with commencement of the review and rationalisation of traffic and pedestrian signing and traffic regulation orders, and the proposal to monitor traffic speeds and volumes in Tunstall and to develop a traffic calming scheme for the village, referred to in paragraph 6.4 of this report, in the 2006/07 financial year be noted.

(b) That the Corporate Director - Business and Environmental Services be informed that a Traffic Management Strategy for Catterick and Catterick Garrison, which includes the proposals in paragraphs 4.2, 4.3, 4.4, 6.3 and 6.4 of the report, be approved.

(c) The Corporate Director of Business and Environmental Services be informed that it is the Committee's view that the scheme for Catterick Village centre, to improve safety and access for all road users, should be developed based on Options A and B in consultation with the Parish Council, local residents and businesses, North Yorkshire Police and other statutory consultees.

(d) That the other issues and requests raised by respondents and included in Appendices 2 and 3 to the report be noted. That these issues and requests be further assessed and, where appropriate, additional investigations be undertaken to determine whether they should be taken forward, as part of the implementation of the strategy in consultation with the Area Committee.

(e) That the petition / questionnaire received from residents of Vicarage Road and adjoining streets be noted. That the residents’ concerns relating to traffic matters at and near to the junction of Vicarage Road and Catterick Road be investigated and a report be presented to a future meeting for Members’ consideration. That measures identified in the report should be taken forward as part of the implementation of the strategy in consultation with the Area Committee.

(f) That a report be presented to the next meeting setting out, for Members’ approval, an implementation phasing plan for the delivery of the various schemes to be included in the Traffic Management Strategy for Catterick and Catterick Garrison.

(g) That traffic management measures be drawn up as a matter of urgency to address problems in Tunstall and that Police enforcement be requested.
Appendix 10 – Catterick Garrison Long Term Development Plan