North Yorkshire County Council

Ripon Service Centre
Transportation Strategy

May 2008
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1 Introduction

1.1 Introduction

This document represents the final stage in the development of the Ripon Service Centre Transportation Strategy (SCTS) as prepared by North Yorkshire County Council (NYCC) and their partner consultants Jacobs. It summarises the key stages in the development of the SCTS and concludes with the findings and recommendations proposed by the Strategy.

The Ripon SCTS is one of 28 transportation strategies to be developed across North Yorkshire during the Local Transport Plan for period 2 (LTP2) which covers 2006 – 2011. The methodology focuses upon identifying the transport needs of ‘Service Centre’ market towns and their surrounding hinterlands and assisting in the creation of Improvement Schemes and initiatives aimed at providing safer, better connected and more accessible transport services linking people to key services, jobs, education and health facilities. This process builds upon the success of the Town Centre Traffic Management Studies (TMS) undertaken during the First Local Transport Plan (LTP1) period with the key focus of delivering improvements within the surrounding hinterlands as well as within town centres.

The Study Area focuses upon the city of Ripon, but also extends north to include the villages of North Stainley and Mickley, extends east to include Baldersby, Baldersby St James and Rainton, and south to include Wormald Green and Markington. To the west, the study area includes Grewelthorpe, Kirkby Malzeard and Grantley as illustrated in Figure 1.1 below.

Figure 1.1: Ripon SCTS – Study Area
1.2 Delivering the Strategy

Within the Local Transport Plan for period 2, NYCC has an allocated budget set aside for the development and delivery of the Ripon SCTS. This budget covers the design and construction of Improvement Schemes put forward by the Strategy over a two year period. It will be used to deliver those schemes identified within the Strategy in order of priority. It should be noted that as this is a flexible but finite budget, not all of the schemes put forward as a result of technical investigation, public and stakeholder consultation will be deliverable within the available funds. Those schemes which are not delivered within the available budget will join the NYCC Local Transport Plan Capital Reserve List of schemes. This is discussed in more detail later in this document.

It should also be acknowledged that the SCTS process can identify large scale Improvement Schemes which exceed the scope of the SCTS allocated budget. The threshold for these schemes has been identified as those with a capital cost in excess of £100,000. In this instance these Improvement Schemes will still be included within the Strategy, but with an acknowledgement that they cannot be delivered within the limits of the SCTS budget. Such Improvement Schemes may however be progressed in line with alternative funding mechanisms available and where this is the case this has been identified within the Strategy. These alternative funding mechanisms include but are not limited to the following:

- NYCC Improvement Schemes already programmed for delivery within the Strategy period
- Wider Local Transport Plan Integrated Transport and Maintenance Budgets
  - Capital Reserve List
  - Public Transport Review Process
  - Kickstart Grants
- Developer Contributions (Section 106 Agreements)
- Highways Agency Trunk Road Improvements
- Regional Transport Board / Department for Transport LTP Major Schemes (capital cost > £5 million)

As the findings of this process are ‘strategic’ in nature all of the Improvement Schemes put forward by the Strategy will be subject to further analysis/feasibility testing and consultation as part of the NYCC scheme development process.

1.3 Report Structure

The following chapters provide details of the SCTS Process, the priority improvement schemes and schemes identified within the Strategy for delivery subject to alternative funding mechanisms. The structure of the remainder of the document is as follows:

- Chapter 2 – Strategy Development
- Chapter 3 – Prioritised Improvement Schemes
- Chapter 4 – Schemes Subject to Alternative Funding Mechanisms
- Chapter 5 – Monitoring and Evaluation
- Chapter 6 – Summary and Conclusions
- Appendix A – Improvement Scheme Location Plans
2.1 Introduction

The key stages in the development of the Ripon SCTS are illustrated in Figure 2.1 below along with the dates that each stage was completed. Full details of each of these key stages are provided in the remaining sections of this chapter.

Figure 2.1: Strategy Development – Key Stages

- **Phase 1: Identification of Issues**
  - DATA COLLECTION: JANUARY 2007
  - FIRST STAKEHOLDER WORKSHOP: MAY 2007
  - SAMPLE SURVEY OF LOCAL STAKEHOLDERS: MAY 2007
  - ANALYSIS AND DEVELOPMENT OF IMPROVEMENT SCHEMES: DECEMBER 2007
  - SCHEME ASSESSMENT AND PRIORITISATION: DECEMBER 2007
  - SECOND STAKEHOLDER WORKSHOP: JANUARY 2008
  - PUBLIC CONSULTATION: APRIL 2008
  - ADOPTION OF STRATEGY
  - DELIVERY OF STRATEGY

- **Phase 2: Scheme Development**
- **Phase 3: Final Strategy**
2.2 Data Collection

Data Collection formed the first stage in the development of the Ripon SCTS. The process involved the collation of information and familiarisation of the Study Area and provided an important evidence base for the development and evaluation of the improvement schemes. Full details of the data collection exercise can be found within the following report: **Ripon Service Centre Transportation Strategy: Data Analysis Report (January 2007, Mouchel Parkman)**.

2.3 First Stakeholder Workshop

The next stage in the development of the SCTS was the First Stakeholder Workshop held at the Ripon Community House on 30th May 2007. Key stakeholders ranging from Parish Councillors to Local Action Groups and emergency services were invited to attend the workshop and provide their insight into the current issues affecting transportation within the SCTS Study Area. The workshop was attended by 26 of 75 invited to the event. Views expressed during the workshop were used as one of the key means of driving the SCTS process forward. Full details of the First Stakeholder Workshop can be found within the following report: **Ripon Service Centre Transportation Strategy: Workshop 1 Notes (June 2007, Jacobs)**.

2.4 Sample Survey

Following the First Stakeholder Workshop, a Sample Survey Questionnaire was distributed to 2169 households within the Study Area. A total of 398 households (approximately 18%) responded. This survey gave a representative sample of the people living / working within the SCTS Study Area an opportunity to air their views and opinions on local transportation issues.

2.5 Analysis and Development of Improvement Schemes

Information provided by the key stakeholders and the responses received from members of the public by way of the Sample Survey, together with data analysis, was used as part of this stage of the SCTS process to develop a range of Improvement Schemes for potential delivery as part of the SCTS.

2.6 Scheme Assessment and Prioritisation

Since the SCTS process is driven by the LTP process, it is essential that the Improvement Schemes put forward by the Strategy are focused upon meeting the objectives of the Government’s Shared Priorities for Transport.

As part of this stage of the SCTS process each of the proposed Improvement Schemes have therefore been appraised using NYCC’s Scheme Prioritisation System which assesses each scheme against the 4 Shared Priorities for Transport.

This appraisal determined an overall assessment score which has been used as one of the means of identifying the Improvement Schemes to be prioritised and delivered. It also ensured consistency within the decision making process across the County.
2.7 Second Stakeholder Workshop

The purpose of the Second Stakeholder Workshop was to report back to stakeholders on the Improvement Schemes which were developed following the issues raised at the First Stakeholder Workshop and the Sample Survey. The local stakeholders who were invited to the First Stakeholder Workshop were once again given the opportunity to provide feedback on each of the Improvement Schemes before they were taken forward to the Public Consultation stage. The workshop was attended by 22 of 72 invited to the event. The Second Stakeholder Workshop also gave NYCC the opportunity to report feedback on Improvement Schemes which were deemed to be unfeasible due to lack of justification, physical constraints or funding issues. A review of the 2nd Workshop is contained within: 

2.8 Public Consultation

Following the Second Stakeholder Workshop, a full Public Consultation exercise was undertaken. This process consisted of two elements:

- Public Exhibitions
- Postal Survey of all households and businesses

The Public Exhibitions referenced above were held at:
Ripon Community House, Allhallowgate, Ripon on Monday 21st and Saturday 26th April 2008.

The Public Exhibitions were attended by a total of 17 people over two three days and provided details of the SCTS process to date and each of the proposed Improvement Schemes put forward. These exhibitions also provided an opportunity for the public and local stakeholders to give their views and discuss in detail, with a representative of NYCC, any of the schemes put forward.

In addition to the Public Exhibitions, a Postal Survey of all the households and businesses within the Ripon SCTS Study Area was undertaken. This postal survey gave every household the opportunity to comment on the Improvement Schemes and yielded 2138 responses (approximately 19% of total households). Full details of the Public Consultation Exercise can be found in: Ripon Service Centre Transportation Strategy: Public Consultation Report (May 2008, Jacobs).

2.9 The Strategy

Analysis of the views expressed during the Public Consultation exercise have been used to assess the level of public desire / acceptance for each of the Improvement Schemes put forward. This analysis along with the assessment score produced using the NYCC Scheme Prioritisation System, have subsequently been used to inform the list of Improvement Schemes to be prioritised for delivery. The Improvement Schemes which have been prioritised for delivery as part of the SCTS are detailed within the following chapter.
3 Prioritised Improvement Schemes

3.1 Introduction

As outlined within the previous chapter, the SCTS process has resulted in the development of a range of Improvement Schemes aimed at resolving transportation issues currently affecting people living and working within the Study Area.

These proposals have been developed based upon the views expressed by local stakeholders and the public, technical justification for the scheme and technical \ physical feasibility.

This chapter focuses on those Improvement Schemes to be taken forward using the reserved SCTS budget from the LTP as well as providing a justification for those discounted from the process. This is discussed in more detail below.

3.2 Methodology

Using the Scheme Assessment score determined by the NYCC Prioritisation Framework and the views expressed as part of the Public Consultation exercise, a prioritised list of 16 Improvement Schemes has been put forward. These Improvement Schemes are detailed within Section 3.3 below and illustrated in the location plan within Appendix A1.

The SCTS process has ensured that these prioritised Improvement Schemes are focused upon meeting the needs of the people living and working within the SCTS Study Area whilst also demonstrating a positive contribution to the aspirations of the Shared Priorities for Transport and ultimately assisting in the delivery of the LTP2 objectives.

3.3 Prioritised Improvement Schemes

Table 3.1 overleaf details the Improvement Schemes which have been prioritised for delivery as part of the available SCTS budget. These schemes are those which demonstrate a significant contribution to the Shared Priorities for Transport and are supported by the people living and working within the Study Area.

Those schemes shaded in the left hand columns were approved by the Corporate Director: Business and Environmental Services as part of the Implementation Plan for the Strategy as far as the Integrated Transport Capital Programme will provide the funds for their implementation.

The costs estimates included within the table are based upon the information available at the time of investigation and as such are subject to change due to the early stage of scheme development. It is acknowledged that the allocated budget is not sufficient to deliver all of the Improvement Schemes identified based upon their cost estimates. In this instance the schemes which are not delivered will join the NYCC Reserve List of Capital Schemes for potential delivery using the wider LTP Integrated Transport and Maintenance Budget subject to prioritisation against the existing schemes on the list.
Table 3.1: Prioritised Improvement Schemes

<table>
<thead>
<tr>
<th>Scheme Description</th>
<th>Cost</th>
<th>Score</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Changes to the signal timings and the re-locating/introduction of dropped kerbs at the Harrogate Road/Morрисons and the Harrogate Road/Quarry Moor Lane junctions. This will improve traffic flow and ease access for pedestrians at this busy junction.</td>
<td>£40,000</td>
<td>35.75</td>
<td>S</td>
</tr>
<tr>
<td>Bus infrastructure review/improvements within Ripon. The works would include marking out bus stops with poles, flags and timetable cases and providing hardstanding Kassel kerbs, footway links and bus shelters where appropriate.</td>
<td>£31,200</td>
<td>31.41</td>
<td></td>
</tr>
<tr>
<td>Speed reducing measures along the B6265 Limekiln Bank in Risplith to increase pedestrian safety. (Further localised consultation/investigation required to determine exact nature of physical speed reducing measures).</td>
<td>£31,500</td>
<td>25.94</td>
<td></td>
</tr>
<tr>
<td>Provision of secure cycle stands at 9 bus stops (5 northbound, 4 southbound) along the A61 between Wormald Green and Ripon.</td>
<td>£3,600</td>
<td>19.00</td>
<td></td>
</tr>
<tr>
<td>Speed reducing measures along A6108 Palace Road, Ripon to increase pedestrian safety. (Further localised consultation/investigation required to determine exact nature of physical speed reducing measures).</td>
<td>£26,000</td>
<td>17.47</td>
<td></td>
</tr>
<tr>
<td>Residential parking scheme on Bondgate Green Lane, Bondgate, Bondgate Green, Dallamires Lane and High/Low St. Agnesgate, Ripon to prohibit commuters/shoppers from parking on these residential streets.</td>
<td>£42,000</td>
<td>14.56</td>
<td></td>
</tr>
<tr>
<td>New footway along A6108, in North Stainley, between the Staveley Arms and the Old Coach House to improve pedestrian safety.</td>
<td>£10,400</td>
<td>13.81</td>
<td></td>
</tr>
<tr>
<td>Speed reducing measures in Kirkby Malzeard. These are likely to include the introduction of ‘SCHOOL’ markings close to the school, ‘SLOW’ markings on High Street, as well as 30mph Roundels leading into the village encouraging the slowing of traffic, increasing the safety of pedestrians and reducing the number of accidents. (Further localised consultation required to determine the exact nature of measures)</td>
<td>£27,100</td>
<td>13.06</td>
<td></td>
</tr>
<tr>
<td>The introduction of speed reducing measures along the residential streets bounded by Aismunderby Road/Quarry Moor Lane/Southgate, Ripon. (Further localised consultation/investigation required to determine exact nature of physical speed reducing measures).</td>
<td>£27,100</td>
<td>12.19</td>
<td></td>
</tr>
<tr>
<td>Scheme Description</td>
<td>Cost</td>
<td>Score</td>
<td>Support</td>
</tr>
<tr>
<td>------------------------------------------------------------------------------------</td>
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<td>-------</td>
<td>---------</td>
</tr>
<tr>
<td>Speed reducing measures on Studley Road, Ripon to increase pedestrian safety.</td>
<td>£34,000</td>
<td>11.96</td>
<td></td>
</tr>
<tr>
<td>(Further localised consultation/investigation required to determine exact nature of physical speed reducing measures).</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Speed reducing measures along Southgate, Ripon, to increase pedestrian safety.</td>
<td>£67,600</td>
<td>10.98</td>
<td></td>
</tr>
<tr>
<td>(Further localised consultation/investigation required to determine exact nature of physical speed reducing measures).</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improvements to the existing footpath which extends from Wormald Green to Bishop Monkton to create a better environment for pedestrians, thus improving accessibility to services within the villages.</td>
<td>£20,000</td>
<td>10.43</td>
<td></td>
</tr>
<tr>
<td>Introduction of a footway on the corner of Low St. Agnesgate and Low Mill Road, outside Alma House in Ripon to improve pedestrian access between the Minster and Bondgate area.</td>
<td>£15,000</td>
<td>10.22</td>
<td></td>
</tr>
<tr>
<td>Introduction of a 20mph speed limit in Markington, between the junction with Hinks Hall Lane and Thwites Lane and Back Lane.</td>
<td>£20,784</td>
<td>8.46</td>
<td></td>
</tr>
<tr>
<td>Provision of a footway along Station Lane in Wormald Green to improve pedestrian safety for residents.</td>
<td>£6,027</td>
<td>7.89</td>
<td></td>
</tr>
<tr>
<td>Introduction of a mini-roundabout at the Kirkby Road/College Road junction, Ripon. This would reduce vehicle speeds through the junction, improving safety for all road users.</td>
<td>£16,000</td>
<td>7.49</td>
<td></td>
</tr>
<tr>
<td>Provision of a puffin crossing in the Cross Hills area of Grewelthorpe. (The exact location of the crossing is subject to further detailed investigation and localised consultation).</td>
<td>£31,000</td>
<td>7.06</td>
<td></td>
</tr>
</tbody>
</table>

**KEY:**
- **S** Strong Support
- **Support**
- **Mixed Response**
- **Lack of Support**

The Improvement Schemes identified and prioritised within Table 3.1 are all subject to further detailed analysis as part of the future design / build process. This may necessitate further localised consultation and detailed physical / technical feasibility assessments undertaken by the NYCC Area Highway Teams to establish their ultimate deliverability.
4 Improvements Subject to Alternative Funding / Delivery Mechanisms

4.1 Introduction

This chapter provides details of those Improvement Schemes identified as part of the SCTS development process which exceed the scope of the SCTS budget and are therefore subject to alternative delivery and funding mechanisms. These include both Capital and ‘Non’ Capital Improvement Schemes and Initiatives.

Although it is recognised that such Improvement Schemes cannot be progressed in line with the SCTS budget they have still been included within the Strategy to be progressed under alternative funding / delivery mechanisms. This is an acknowledgement that in order to solve a number of the problems and issues identified by the SCTS process, access to all available NYCC funding streams and departments is required.

Those ‘Capital’ Improvement Schemes which cannot be delivered within the SCTS budget and thus are subject to alternative funding are detailed within Section 4.2 of this chapter.

Section 4.3 of this chapter provides details of the issues raised as part of the development of the SCTS which are external to, or cannot be directly resolved by, the SCTS delivery process. These have however still been included within the Strategy as recognition of their importance and to ensure joined up thinking between other departments within NYCC. These are predominantly Non Capital Improvement Schemes and Initiatives that will need to be taken forward and delivered by a number of NYCC departments.

4.2 Capital Improvement Schemes Subject to Alternative Funding

As detailed within the introduction there are a number of Capital Improvement Schemes and Initiatives which have been identified / developed as part of the SCTS process which cannot be progressed within the SCTS budget. These include:

- Improvement Schemes with a Capital Cost in excess of £100,000
- Maintenance Budget Improvements

Full details of these schemes are provided in Section 4.2.1 below and 4.2.2 overleaf.

4.2.1 Improvement Schemes with a Capital Cost in Excess of £100,000

As detailed previously, due to the finite budget available for the delivery of schemes identified as part of the SCTS process and to make best use of available funds, those schemes with a capital cost in excess of £100,000 have been deemed to be beyond the scope of the SCTS funding. As such the delivery of the schemes is dependent upon alternative funding mechanisms available. Eight such improvement schemes have been identified as part of the development of the SCTS. These are detailed within Table 4.1 overleaf and illustrated on the location plan within Appendix A2.
Table 4.1: Schemes with a Capital Cost in Excess of £100,000

<table>
<thead>
<tr>
<th>Improvement Scheme Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upgrade the A61/Thwaites Lane/Moor Road junction, Bishop Monkton to a roundabout</td>
<td>£800,000</td>
</tr>
<tr>
<td>Provision of a cycle route between Bishop Monkton, Burton Leonard and Ripon</td>
<td>Blue Route  £450,000</td>
</tr>
<tr>
<td></td>
<td>Red Route  £300,000</td>
</tr>
<tr>
<td></td>
<td>Pink Route £250,000</td>
</tr>
<tr>
<td>Provision of a shared walking/cycling route between Bishop Monkton, Burton Leonard and Ripon</td>
<td>Blue Route £610,000</td>
</tr>
<tr>
<td></td>
<td>Red Route £550,000</td>
</tr>
<tr>
<td></td>
<td>Pink Route £450,000</td>
</tr>
<tr>
<td>Provision of a missing footway link, connecting North Stainley and North Lees Grange, passing Lightwater Valley Theme Park, along A6108</td>
<td>£360,000</td>
</tr>
<tr>
<td>Provision of a footway from the A61 to Littlethorpe, along Littlethorpe Lane</td>
<td>£170,000</td>
</tr>
<tr>
<td>Provision of a footway along Knaresborough Road connecting the stone path long Mankin Road to Ripon Bypass</td>
<td>£120,000</td>
</tr>
<tr>
<td>Provision of a footway between Bishop Monkton and Ingerthorpe</td>
<td>£570,000</td>
</tr>
<tr>
<td>Link Road connecting Hutton Lane to Ure Bank Industrial Estate</td>
<td>£2.1-2.3m depending on route</td>
</tr>
</tbody>
</table>

At this stage, no alternative funding mechanisms have been identified for the delivery of these schemes. They will therefore join the County’s reserve list of capital schemes and be subject to prioritisation against those already included within the list. This incorporates Improvement Schemes from across the County. As such their delivery is dependent upon alternative funding mechanisms available.

**Upgrade the A61/Thwaites Lane/Moor Road junction, Bishop Monkton, to a roundabout:** This proposal would involve the construction of a roundabout and associated street lighting to improve motorists visibility of the junction. The bus stop to the north of the junction would require re-locating further north, with extension of footways and lighting to suit. This proposal would improve access for vehicles entering on to the A61 from Thwaites Lane and Moor Road.

Between 2002 and 2006, there have been five accidents at this junction resulting in slight injuries and three accidents resulting in serious injuries. Due to the lack of highway space available within the Highway boundary, land purchases would be required at all four corners of the junction, involving multiple land owners.

**Provision of a shared use walking/cycle route between Bishop Monkton, Burton Leonard and Ripon (Blue/Red/Pink routes):** This proposal involves the provision of a continuous shared use footway/cycleway between Bishop Monkton, Burton Leonard and Ripon. Three routes have been put forward, all of which follow relatively quiet routes, where possible.
Due to the length of the routes, sharp differences in gradients, and the need to purchase land, all three options have been estimated to cost in excess of £100,000.

**Provision of a missing section of footway, connecting North Stainley and North Lees Grange, passing Lightwater Valley Theme Park, along A6108:** At the First Stakeholder Workshop, concerns were raised over the lack of a pedestrian footway for access to Lightwater Valley Theme Park, alongside the A6108. This was of particular concern during the summer, when increased numbers of tourists visit the area. Extending the existing footway at North Stainley southwards, past the Theme Park has been proposed. Due to the length of this route, estimated costs are in excess of £360,000.

**Provision of a footway from the A61 to Littlethorpe, along Littlethorpe Lane:** This scheme would involve the construction of a footway, approximately 1140 metres in length between the village of Littlethorpe and the A61 Ripon bypass. This would provide the residents of Littlethorpe with a safer pedestrian route to access the services in Ripon, and also the public transport along the A61. Due to the narrow width of the highway along Littlethorpe Lane, the purchase of land would be required, resulting in an estimated scheme cost of £170,000.

**Provision of a footway along Knaresborough Road connecting Mankin Road to Ripon Bypass:** This scheme would involve constructing a footway along Knaresborough Road between the junction with the A61 Ripon Bypass and Mankin Road, an existing stone track. This would provide the residents of Littlethorpe with an alternative safe pedestrian route to Ripon to the proposal above. As with above, the purchase of land would be required, and overhead cables would need by diverting. However, the scheme costs are estimated to be £120,000, less than via Littlethorpe Lane. This scheme has been included as an alternative to the footway from the A61 to Littlethorpe along Littlethorpe Lane and as such only one would need to be taken forward for further investigation/possible delivery.

**Provision of a footway between Bishop Monkton and Ingerthorpe:** This proposal involves the construction of a footway between the villages of Bishop Monkton and Ingerthorpe, a distance of approximately 3740 metres. This would provide a safe pedestrian route both between the villages and also to the A61, to access public transport routes. Due to the length of the route, the scheme costs are estimated at £570,000.

**Link Road connecting Hutton Lane to Ure Bank Industrial Estate, avoiding Ure Bank Top:** This scheme would involve the construction of a link road between Hutton Lane to Ure Bank Industrial Estate. This would negate the need for vehicles travelling to the Estate to travel along Ure Bank Top, which stakeholders deem as unsuitable for heavy traffic, as it is a residential area with Victorian terraced houses fronting it. Depending on the route which the road would take, this scheme would cost approximately £2.1 – 2.3m and would therefore be subject to further detailed investigations into the justification/feasibility as deemed appropriate.

### 4.2.2 Maintenance

Although not yet developed as specific Improvement Options, two issues were raised as part of the development process which could potentially be taken forward in line with the NYCC Maintenance Budget. In this instance the NYCC Highways Area Manager will take ownership of these issues and consider their merits for inclusion within the forward programme of works.
for the area and as such there in no guarantee that it will be delivered within the available Maintenance Budget. The issues raised are detailed below:

- Stakeholders stated that many yellow and white road markings in Ripon are worn or missing throughout the study area. Stakeholders suggested a lining audit should be undertaken. Specific sites noted were Westgate, Park Street and Kirkby Road, Marygate and Sainsbury’s.

- A number of signage issues were raised including:
  - Poor quality of signs in rural areas. An area wide signage audit was suggested.
  - Inadequate car park signage.
  - Stakeholders believe that the sign which prohibits HGVs accessing Galphay Lane is being confused for a No Parking sign. Therefore, clearer signage is needed.

It should be noted that the points detailed above were identified as part of the Phase 1 of the SCTS process (1 of 3) and as such, due to the continued maintenance works undertaken throughout the study area, some of the issues may have already been resolved / programmed.

### 4.3 Non Capital Schemes and Initiatives

This section provides details of additional issues / concerns raised through engagement with stakeholders and the public which have not been investigated / developed as part of the SCTS. These issues are considered to be outside of the scope of the SCTS budget; however, their importance is recognised and as such they are included within the Strategy for further consideration under alternative funding / delivery mechanisms within the County Council.

These include issues relating to ‘Non’ Capital Schemes and Initiatives and are discussed under the following headings:

- Passenger Transport
- Parking
- Speed Enforcement

#### 4.3.1 Passenger Transport

The development of the Ripon SCTS has raised a number of issues with regard to Passenger Transport within the Study Area and in particular Stakeholders have expressed concerns relating to the existing bus services.

As identified within LTP2, such improvements are subject to cooperation between both the County Council and the Service Providers and thus deemed to be external to the SCTS process. The opportunity does however exist for these issues to be considered as part of the NYCC Passenger Transport Review process and ongoing investigations. As such key issues have been forwarded to the NYCC Integrated Passenger Transport Unit (IPTU) for further consideration.
The consultation period for the Passenger Transport Review in the Ripon Area is to be undertaken between April 2010 and April 2011.

The key concerns raised as part of the stakeholder / public consultation exercises are summarised in Table 4.2 below with responses provided by the IPTU where specific investigations have been undertaken. The views expressed are those of the stakeholders and the public and have been included for further consideration / investigation by the NYCC Passenger Transport Team. As such they have not undergone detailed analysis as part of the SCTS process.

**Table 4.2: Public transport issues**

<table>
<thead>
<tr>
<th>Public Transport Issues Identified by Stakeholders</th>
<th>IPTU Response</th>
</tr>
</thead>
</table>
| Lack of bus services to and from Ripon from surrounding villages. This was noted for peripheral villages to the north east, south and west of Ripon, including:  
  - Littlethorpe Parish especially after 18:00  
  - Palace Road  
  - North Stainley and along the A6108  
  - North Road area of Ripon  
  - Markington  
  - Hutton Conyers  
  Suggested improvements included more flexible and frequent services, an increase in demand responsive services, increased evening service provision, extra buses on Market Days and a review into the extension of services into the rural hinterland. | The Authority recognises the difficulty of accessibility in rural areas and they frequently review services and work closely with Community Transport to provide a range of transport solutions. |
| Stakeholders noted that access to Harrogate Hospital is difficult by public transport, due to the lack of direct bus services being available. This was a particular cause for concern for the elderly. It was suggested that a direct service be provided between Ripon and Harrogate Hospital. | There is a frequent service from Ripon to Harrogate. Whilst it is not possible to travel directly to Harrogate Hospital from Ripon, it is possible to make the journey by a change of service at Harrogate Bus Station. Both of these services are commercially operated and therefore beyond the Authority’s direct control. However, these concerns will be forwarded to the operator for their consideration. |
| Stakeholders stated there has been a migration away from Ripon towards towns with rail links, especially people commuting to Leeds and Teeside. A long term aim suggested was the re-instatment of the Harrogate-Ripon-Thirsk Railway line, thus improving Ripon’s public transport links. | These comments have been acknowledged, however the cost of the project is prohibitive at the present time. |
### Public Transport Issues Identified by Stakeholders

<table>
<thead>
<tr>
<th>Issue</th>
<th>IPTU Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stakeholders feel there is a lack of affordable bus services throughout the area, and the current level of subsidy was raised as a particular concern. It was noted that free travel for the elderly was not accepted on community transport services.</td>
<td>The current NYCC policy on public transport subsidy is that journeys which carry less than 5 passengers on a regular basis will not be funded. NYCC review the maximum amount of subsidy on a regular basis. It should be noted that the County Council supports the request to Central Government that the concessionary fare scheme encompasses community transport.</td>
</tr>
<tr>
<td>Community transport within the area such as the National Trust bus service linking Fountains Abbey and Brimham Rocks and the Ripon Roweller service were commended for providing a good service. However, stakeholders felt that there should be more involvement from North Yorkshire County Council in such schemes.</td>
<td>The Ripon Roweller is operated with financial support from North Yorkshire County Council.</td>
</tr>
<tr>
<td>The lack of bus links between Ripon and York was seen as an issue for both tourists and residents. Services are seen as infrequent and slow. Stakeholders suggested an express service between York and Ripon, as it was felt it would aid in tourism and access to leisure facilities.</td>
<td>Further consideration can be given to this request as part of future timetable changes.</td>
</tr>
<tr>
<td>There is a perceived lack of public transport information at Ripon Bus Station and stakeholders suggested more information should be provided. It is also felt that the bus station is very exposed, causing passengers waiting at the bus station to have concerns for their safety and security. Thus, it has been suggested that better facilities in terms of shelters, shops/kiosks and toilets are provided.</td>
<td>The County Council would like to see improvements to Ripon Bus Station and will work in partnership with Transdev, the owners of the site.</td>
</tr>
<tr>
<td>It was suggested that housing blight was a problem, along High and Low Skellgate and this was particularly caused by the Route 36 buses. It was suggested that this service should be re-routed via Quarry Moor Lane and Bondgate.</td>
<td>Stakeholder comments have been forwarded to the operator for further consideration.</td>
</tr>
</tbody>
</table>

### 4.3.2 Parking

Stakeholder/Public engagement has raised particular concerns with regard to the existing car parking arrangements within Ripon City Centre and the amount of parking available.

It should however be noted that specific improvements have not been developed as part of the SCTS as they are largely dependent upon Revenue Funding and responsibility is split...
between the County Council for on-street parking and Harrogate Borough Council for off-street parking.

Concerns were raised regarding congestion caused by vehicles manoeuvring in to and out of car park spaces in the Market Place and that the presence of this parking spoils the heritage of the Market Place. It was therefore suggested to remove all parking from the Market Place. If this is not possible, then a proposal to increase the charges at this site was suggested. It should however be noted that previous investigations into this issue by Harrogate Borough Council revealed that local businesses were against the removal of parking spaces from the City Centre.

In addition to concerns raised over existing parking arrangements some Stakeholders raised concerns over the lack of parking with the City Centre and asked for the introduction of a park and ride service at the Cattle Market Site. In response to this issue, Harrogate Borough Council have provided overflow car parks at the Rugby Club and the Cattle Market at particularly busy periods (e.g. festive periods). However, these have not had particularly good take up in the past.

4.3.3 Speed Enforcement

One particular issue, which has been subject of debate, as part of the development of the Ripon SCTS has been speed enforcement across the study area. Where specific concerns were identified as part of the process then potential solutions have been investigated. There are however a number of generic issues which concern the study area as a whole and as such are subject to further liaison between NYCC and the Police / Fire and Rescue Services and as such have not been investigated in detail as part of the SCTS. These issues are detailed below:

- There are concerns that recent road safety schemes have had no impact. Speed humps, in particular speed cushions which allow buses and emergency service vehicles unobstructed access, can easily be avoided by drivers.
- Stakeholders felt that there should be more provision for reactive and repeater warning signs to remind drivers of the speed limit.
- Some stakeholders called for local speed limits to be re-investigated.

4.4 Summary

This chapter has provided details of those Improvement Schemes and Initiatives which are considered to be external to the SCTS budget and as such are subject to alternative funding and/or delivery mechanisms.

The importance of these Improvement Schemes and Initiatives has been acknowledged and as such they are still included within the Strategy along with recommendations on how they may be taken forward.
# Monitoring and Evaluation

## 5.1 Introduction

This chapter details the process to be adopted in order to monitor and evaluate the Improvement Schemes delivered as part of the Ripon SCTS.

As stated within the LTP2 it is important to identify the local outcomes which can be effectively measured following the implementation of the Improvement Schemes contained within the Strategy. This approach enables their contribution, and ultimately the whole Strategy’s contribution to the Shared Priorities to be effectively measured.

## 5.2 Monitoring Improvement Schemes

In this context, monitoring and evaluation is about objectively monitoring and assessing the impacts of implementing individual Improvement Schemes recommended within the Strategy. This will provide NYCC with valuable information to inform future decision making in the locality and also for Improvement Schemes throughout the County of similar scale and nature.

As part of the SCTS process, Improvement Schemes will be monitored post construction to assess their impact on the problems which drove their development and their contribution to the Shared Priorities. This will be undertaken as part of the LTP process with the level of assessment influenced by the size and scale of the Improvement Scheme in question. To assist in this process a set of local indicators have been derived to act as a means of measuring the performance of the individual Improvement Schemes which are implemented.

The local indicators which have been derived to measure the performance of each of the Improvement Schemes are detailed in Table 5.1 below with definitions provided within the following sections.

### Table 5.1: Improvement Scheme Local Indicators

<table>
<thead>
<tr>
<th>Improvement Scheme</th>
<th>Local Indicators</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SCTS Budget Improvement Schemes</strong></td>
<td></td>
</tr>
<tr>
<td>Bus infrastructure review/improvements within Ripon. The works would include marking out bus stops with poles, flags and timetable cases and providing hardstanding Kassel kerbs, footway links and bus shelters where appropriate.</td>
<td>Attitudinal Indicator Observational Surveys Patronage Numbers</td>
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<td>Speed reducing measures along the B6265 Limekiln Bank in Risplith to increase pedestrian safety. (Further localised consultation/investigation required to determine exact nature of physical speed reducing measures).</td>
<td>Increased Pedestrian Use Observational Surveys Accident Reduction Speed Reduction</td>
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<td>Improvement Scheme</td>
<td>Local Indicators</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Residential parking scheme on Bondgate Green Lane, Bondgate, Bondgate Green, Dallamires Lane and High/Low St. Agnesgate, Ripon to prohibit commuters/shoppers from parking on these residential streets.</td>
<td>Attitudinal Indicator Observational Surveys</td>
</tr>
<tr>
<td>New footway along A6108, in North Stainley, between the Staveley Arms and the Old Coach House to improve pedestrian safety.</td>
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<tr>
<td>Introduction of a footway on the corner of Low St. Agnesgate and Low Mill Road, outside Alma House in Ripon to improve pedestrian access between the Minster and Bondgate area.</td>
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<tr>
<td>Introduction of a 20mph speed limit in Markington, between the junction with Hinks Hall Lane and Thwites Lane and Back Lane.</td>
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<td>Provision of a footway along Station Lane in Wormald Green to improve pedestrian safety for residents.</td>
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<td>Introduction of a mini-roundabout at the Kirkby Road/College Road junction, Ripon. This would reduce vehicle speeds through the junction, improving safety for all road users.</td>
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<tr>
<td>Provision of a puffin crossing in the Cross Hills area of Grewelthorpe. (The exact location of the crossing is subject to further detailed investigation and localised consultation).</td>
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</tr>
</tbody>
</table>

**Wider Local Transport Plan Improvement Schemes**
Improvement Scheme | Local Indicators
---|---
Wider Local Transport Plan Improvement Schemes | 
Upgrade the A61/Thwaites Lane/Moor Road junction, Bishop Monkton to a roundabout | Observational Surveys Accident Reduction
Provision of a cycle route between Bishop Monkton, Burton Leonard and Ripon | Increased Bicycle Use Observational Surveys
Provision of a shared walking/cycling route between Bishop Monkton, Burton Leonard and Ripon | Increased Bicycle Use Attitudinal Indicator Observational Surveys Increased Bicycle Use
Provision of a missing link footway, connecting North Stainley and North Lees Grange, passing Lightwater Valley Theme Park, along A6108 | Observational Surveys Increased Pedestrian Use
Provision of a footway from the A61 to Littletherope, along Littletherope Lane | Observational Surveys Increased Pedestrian Use
Provision of a footway along Knaresborough Road connecting the stone path long Mankin Road to Ripon Bypass | Observational Surveys Increased Pedestrian Use
Provision of a footway between Bishop Monkton and Ingerthorpe | Observational Surveys Increased Pedestrian Use
Link Road connecting Hutton Lane to Ure Bank Industrial Estate | Observational Surveys Traffic Surveys

Definitions of each of the Local Indicators are provided below. It is however noted that these should only be treated as a guide and each case will be assessed in detail on a site by site basis by the NYCC Highways Area Manager in order to determine whether the local indicators will clearly demonstrate the contribution the Improvement Scheme has had towards the Shared Priorities. In accordance with the NYCC LTP2, monitoring of performance against these Local Indicators and their contribution to the Shared Priorities will be a key part of the annual review process carried out by the Steering Group once the Strategy is adopted.

**Accident Reduction** – In order to assess the impact a particular Improvement Scheme has upon the accident numbers at a specific location, historical accident figures supplied by North Yorkshire Police from the ‘Stats 19’ database will be compared to those post implementation from the same source. It is however recognised that the implementation of some Improvement Schemes can be seen to only demonstrate accident savings over a limited period of time following their introduction. Accidents will therefore be monitored over a period of years to ensure that short term trends do not give a false representation of the situation.

**Increased Pedestrian Use** – Before and after footfall surveys will be used to assess whether the introduction of Improvement Schemes have assisted in encouraging Pedestrians use.

**Increased Bicycle Use** – Before and after Cycle counts will be used to assess whether the introduction of Improvement Schemes have assisted in encouraging Cycling.

**Speed Reduction** – Measurements of traffic speed will be recorded prior to and post implementation to assess the level of impact the Improvement Scheme has had on overall vehicle speeds. Again, as in the case of the Accident Reduction indicator detailed overleaf,
trends will be analysed over an extended period of time to ensure initial benefits do not fall away over time.

**Attitudinal Indicator** – As the SCTS process has been driven by the needs / desires of local stakeholders and the public, an indication of the success of individual Improvement Schemes can be measured through local attitudes. The methodology to be adopted and appropriateness of this indicator would be determined on a site by site basis by the NYCC Highways Area Manager. Possible methodologies include face-to-face interviews and leaflet / questionnaire drops.

**Observational Surveys** – The greatest understanding of a situation is often gained through observation. This is particularly true of instances where the problems to which an Improvement Scheme aims to address are those which are not easily measured and tend to be derived from local experience and perception.

**Patronage Numbers** – Any change in patronage numbers will be used to assess whether the introduction of a particular improvement scheme is having a positive contribution to encouraging people to move away from private transport towards public transport.

**Traffic Surveys** – Pre and post implementation traffic count surveys will be used in order to assess how the introduction of an improvement scheme has affected both traffic numbers and routeing in order to establish whether the desired objectives are being achieved.

### 5.3 Monitoring the Strategy

The implementation of the Improvement Schemes within the Strategy will be monitored over the next 2 years. This element of the monitoring process will be ‘owned’ by the NYCC Highways Area Manager who is responsible for the design and implementation of the Improvement Schemes contained within the Strategy. As above, this will be reported through the NYCC LTP process. An annual report will be produced by the Area Manager for the Service Centre for consideration by the County Council’s Area Committee. This will report progress on Improvement Scheme implementation, forthcoming projects and any new projects suggested for inclusion within the Strategy.

In addition the Strategy will be treated as a ‘live’ document which is flexible in nature and able to accommodate changes in local, regional and national policy as well as available funding and third party influences such as developer contributions. Significant changes in these areas may trigger the need to revisit the Strategy and update its findings to accommodate changes.

The Strategy will also be revisited in its entirety and updated as part of the LTP for period 3 which covers 2012 to 2017.
6 Summary and Conclusions

6.1 Introduction

This final chapter of the document presents the Strategy for the Ripon Service Centre, it provides a qualitative comment on the perceived benefits of the Strategy in the context of the Governments Shared Priorities for transport and finally outlines the next stages in the process and how the Strategy will be adopted and then delivered.

6.2 The Strategy

Table 6.1 overleaf outlines the prioritised list of Improvement Schemes to be taken forward as part of the Ripon SCTS. The Improvement Schemes have been categorised by the anticipated funding source which will be used to secure their delivery. As indicated within the introduction these include but are not limited to the following:

- SCTS budget
- NYCC Improvement Schemes already programmed for delivery within the Strategy period
- Wider Local Transport Plan Integrated Transport and Maintenance Budgets
  - Capital Reserve List
  - Public Transport Review Process
  - Kickstart Grants
- Developer Contributions (Section 106 Agreements)
- Highways Agency Trunk Road Improvements
- Regional Transport Board / Department for Transport LTP Major Schemes (capital cost > £5 million)

Again it should be noted that as there is a flexible but finite budget available for the delivery of the SCTS, not all of the Improvement Schemes put forward in the Table 6.1 overleaf will be deliverable within the available funds. In addition, as the Improvement Schemes are further developed / designed by NYCC it may be determined that some Improvement Schemes should be omitted from the process as they are not deemed to be technically feasible following more detailed investigation or have sufficient local public support.

In order to determine the anticipated benefits of the Strategy as a whole, the anticipated contribution of each of the Improvement Schemes to the Shared Priorities and hence the aspirations contained within the NYCC LTP2 has also been provided within Table 6.1 overleaf.
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<thead>
<tr>
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<th>Contribution to Shared Priorities and LTP2</th>
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<tr>
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</tbody>
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### Improvement Scheme

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</table>

### 6.3 Anticipated Benefits of the Strategy

Reference to the above table reveals that the Strategy will, in accordance with the aims and aspirations contained within NYCC’s Local Transport Plan for period 2, deliver anticipated benefits for the Ripon Study Area against the following Governments Shared Priorities for Transport. The Strategy can be viewed as:

- Helping to deliver **Safer Roads** within the Service Centre
- Improving **Accessibility** within the Service Centre
- Helping to avoid **Congestion** within the Service Centre
- Assisting in improving **Air Quality** within the Service Centre
The Strategy can also be seen as supporting the overarching aims of NYCC’s Local Transport Plan for period 2 of making North Yorkshire a better place by:

- Providing equality of opportunity for all
- Protecting and enhancing the environment
- Improving the safety and health of residents and visitors
- Increasing economic prosperity
- Building sustainable communities
- Reducing the need and demand for travel

6.4 Next Steps

The next stage in the process will be for the above Strategy to be submitted to the Area Committee for approval. Following its adoption the Improvement Schemes will be taken forward for implementation by the NYCC Highways Area Manager and the success of the Strategy monitored against the approach identified within Chapter 5.

For those Improvement Schemes which lie outside the remit of the NYCC Highways Area Manager, for example revenue dependent public transport improvements, these Improvement Schemes will be allocated to the relevant part of the County Council for further investigation and, as appropriate, delivery. These Improvement Schemes will also be monitored in line with the approach identified within Chapter 5.
Appendix A

Appendix A1 – Reserved Allocation Schemes Location Plan

Appendix A2 – Schemes Subject to Alternative Funding Location Plan