



**North Yorkshire Council**

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# **LOCAL CYCLING, WALKING & ACCESSIBILITY INFRASTRUCTURE PLAN**

Ripon





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Ripon

**PUBLIC**

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# CONTENTS

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1	STAGE 1: DETERMINING SCOPE	1
2	STAGE 2: GATHERING EVIDENCE	1
3	STAGE 3: NETWORK PLANNING FOR CYCLING	14
4	STAGE 4: NETWORK PLANNING FOR WALKING & WHEELING	28
5	STAGE 5: PRIORITISATION	36
6	STAGE 6: INTEGRATION & APPLICATION	39

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## APPENDICES

APPENDIX A  
LCWIP NETWORK PLANS

# 1 STAGE 1: DETERMINING SCOPE

## 1.1 BACKGROUND

- 1.1.1. It is the ambition of North Yorkshire Council to get more people cycling and walking and for active travel to be the natural choice for everyday short journeys. Cycling and walking more often is good for our health and wellbeing, the environment, and the local economy.
- 1.1.2. During the height of Covid-19, less traffic on our roads resulted in cleaner air and quieter streets, transforming the environment in our towns and cities. Because of this, lots of people discovered, or rediscovered, cycling and walking as a means for exercise and travel. We now have an opportunity to help maintain this interest and ensure people have the choice to take short journeys on foot or by bike, rather than use their cars. The proven way of encouraging more of us to walk and cycle is by providing routes that are coherent, direct, safe, comfortable, and attractive.
- 1.1.3. North Yorkshire Council has established a cycling and walking programme to identify, develop and secure funding to deliver infrastructure improvements. A key component of this programme is the development of Local Cycling and Walking Infrastructure Plans (LCWIPs) which will identify and prioritise future improvements to the cycling and walking network over the next ten years. LCWIPs are being developed in Harrogate, Scarborough, Selby district, Skipton, Malton & Norton, Northallerton, Ripon and Catterick.

## 1.2 LCWIP PROCESS

- 1.2.1. LCWIPs offer a strategic method of identifying cycling and walking & wheeling improvements required at a local level. They enable a long-term approach to developing networks and routes and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. LCWIPs will be instrumental in leveraging funding from national and local streams.
- 1.2.2. For Ripon, this process and the resulting outputs will represent an evidence-based approach to focus future investment over where the most benefit can be realised, over a ten-year period to 2032.

### THE LCWIP WILL PROVIDE:

- Plans of the proposed priority networks showing the most important routes and zones for further development, targeting short journeys (to school, work etc).
- A prioritised programme of infrastructure improvements for future development.
- This LCWIP report, setting out the evidence and work completed to support the development of the Plan.
- A basis for securing government funding or developer contributions.

### THE LCWIP WILL NOT PROVIDE:

- Exact details of the improvements on each route (these details will be developed as funding comes forward and will be subject to further consultation).
- Specific timeframes for when routes will be delivered.
- Guaranteed funding for delivery, although it will put us in the best possible position to secure funding.
- Network planning for long distance routes.

- 1.2.3. The geographical extent of this LCWIP is illustrated in Figure 1.1 overleaf. The study area encompasses North Stainley to the north, Rainton to the east, Burton Leonard to the south and Kirby Malzeard to the west.
- 1.2.4. The Ripon LCWIP will focus on everyday journeys to work and school, support more leisure and health-related trips as well as unlocking the potential of more people visiting the area for recreational cycling and walking & wheeling.
- 1.2.5. The Government has published guidance on the preparation of LCWIPs, setting out the following six stage process:

- **Stage 1: Determine the scope** – establish the geographical context and arrangements for governing and preparing the plan.
- **Stage 2: Gathering information** – identify existing walking and cycling patterns and potential new journeys. Review existing conditions and identify barriers to walking and cycling. Review related transport and land use policies and programmes.
- **Stage 3: Network planning for cycling** – identify origin and destination points and cycle flows. Convert flows into a

network of routes and determine the improvements required.

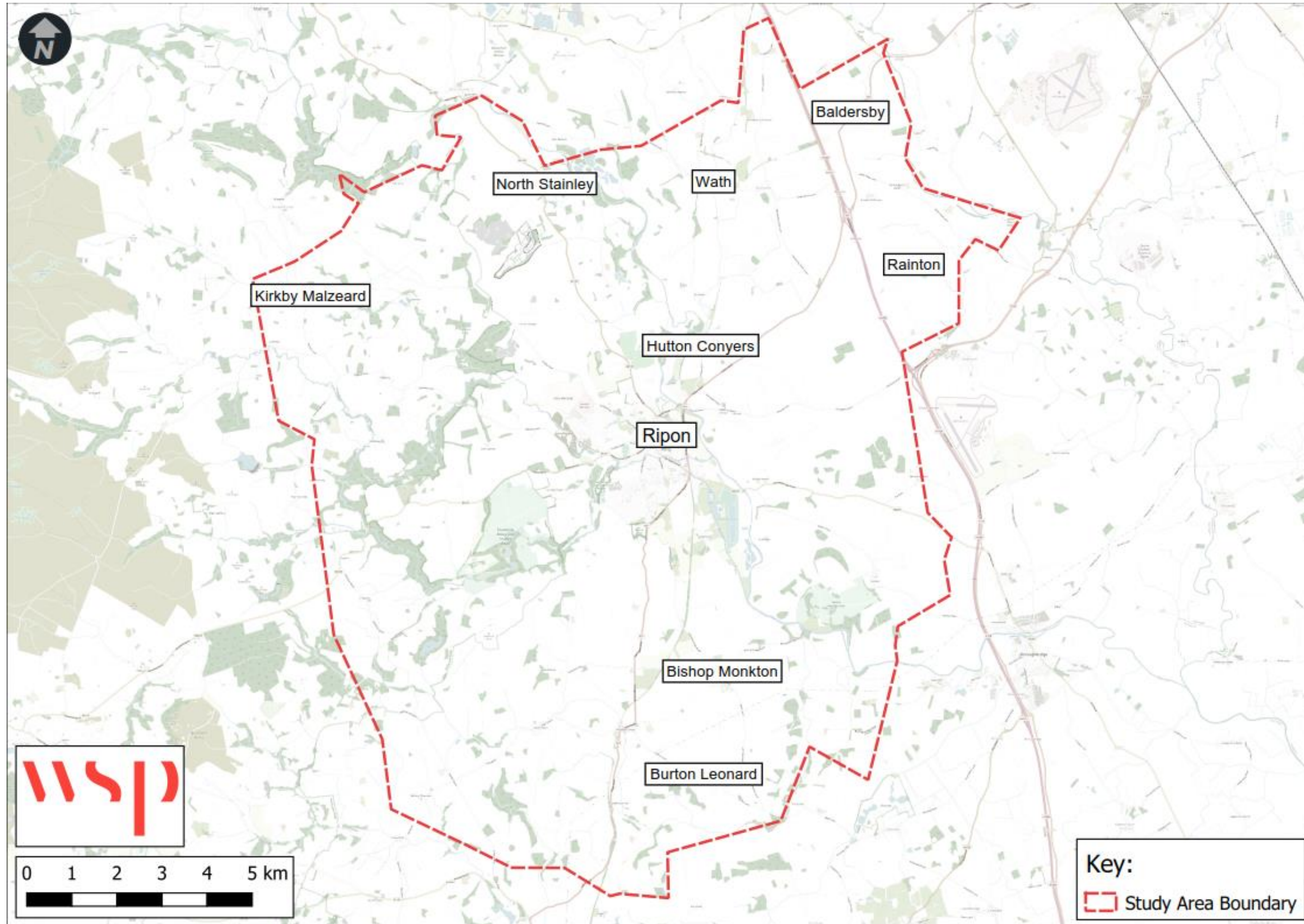
- **Stage 4: Network planning for walking & wheeling** – identify key trip generators, core walking zones and routes, audit existing provision and determine the improvements required.
- **Stage 5: Prioritising improvements** – prioritise improvements to develop a phased programme for future investment.
- **Stage 6: Integration and application** – integrate outputs into local planning and transport policies, strategies, and delivery plans.

- 1.2.6. The remainder of this document details how the LCWIP has been developed and sets out a prioritised programme for its delivery.



Figure 1.1. Study Area

2



## STAGE 2: GATHERING EVIDENCE

### 2.1 ACTIVE TRAVEL CONTEXT

#### THE CASE FOR WALKING AND CYCLING

- 2.1.1. The Department for Transport (DfT) announced their Cycling and Walking Investment Strategy (CWIS) in April 2017, outlining the Government's ambition to make walking, wheeling and cycling the natural choice for shorter journeys or as part of a longer journey, including the aim to double cycling activity by 2025.. The benefits of achieving this outcome would be substantial, supporting public health and wellbeing, more vibrant towns and public spaces, and low carbon travel patterns becoming commonplace. CWIS2 provided an update to this strategy in 2022, including an outline of the investment strategy that would realise these ambitious goals.
- 2.1.2. In order to help local bodies that are interested in increasing walking, wheeling cycling and in their local areas, the DfT published guidance on the preparation of Local Cycling and Walking Infrastructure Plans (LCWIPs) in April 2017.
- 2.1.3. In early 2020 the Government launched Gear Change: A Bold Vision for Cycling and Walking, announcing a £2 billion plan to make England a great walking and cycling nation. Gear Change identified four key themes central to achieving this:
- Better streets for cycling and people;
  - Putting cycling and walking at the heart of decision making (transport, place-making, and health policy);
  - Empowering and encouraging Local Authorities - £2bn of dedicated new investment funding only schemes that meet the new standards; and
  - Enabling people to cycle and protecting them when they do through changes to the highway code.
- 2.1.4. This was supported by new design guidance - Cycle Infrastructure Design (Local Transport Note 1/20) (July 2020) which set out the framework for active travel to play a more prominent part in our transport system with the quality of cycle infrastructure to sharply improve. Routes should be:
- Coherent - part of a wider strategic network that provides access to key destinations;
  - Direct - reach their destination as directly as possible;
  - Safe - of a high quality and designed to standards that meet safety requirements;
  - Comfortable - accessible and attractive for all abilities; and

- Attractive - contribute to good urban design by integrating with and complementing their surroundings.

2.1.5. The Government has a plan to accelerate the decarbonisation of transport. The Transport Decarbonisation Plan (TDP) sets out what will need to be done to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport.

2.1.6. Within Ripon there are clear opportunities to improve connectivity for its residents and places with targeted investment in active travel infrastructure. North Yorkshire Council shares the CWIS ambition to provide more direct, convenient, safe, and attractive options for more local journeys, as demonstrated in the Ripon City Plan.

#### CREATING ATTRACTIVE PLACES TO LIVE AND WORK

2.1.7. The Harrogate District Local Plan (2014-2035) recognises the potential of active travel to enhance not only the tourist economy but also in creating attractive places to live and work. Objective 4 is to “facilitate the delivery of the infrastructure necessary to support a strong local economy, reduce the impacts of transport on the environment and communities, and enable reliable journeys between key centres regionally, nationally and internationally”. A key mechanism to achieving this objective is to improve cycling and walking routes and encourage active travel.

2.1.8. The population of Ripon was 16,702 at the time of the 2011 Census, representing 11% of the Harrogate District. 73% of those aged 16-64 were economically active in 2011, in comparison to 69% across the district. 44.6% were in full-time employment and 15.6% engaged in part-time work. Only 9.6% were self-employed in Ripon, whereas this figure was recorded as 13.3% for the district of Harrogate as a whole. The main economic sectors employing the greatest proportion of people in Ripon are public administration and defence; wholesale and retail trade; repair of motor vehicles and motorcycles; and construction. Other areas of employment include accommodation and food services; transport and storage; sewerage services; waste management and remediation activities; and manufacturing.

2.1.9. There are high levels of self-containment within Ripon, with many people both living and working in the area, which creates the ideal conditions to link employers and employees

with targeted infrastructure for active travel. Investment in specific streets would also present opportunities for improved placemaking, traffic and emissions reductions.

#### SUPPORTING HEALTH, WELLBEING AND ACCESS FOR ALL

2.1.10. Active travel can play a crucial role in supporting Public Health and residents' wellbeing. It is one of the simplest and most effective ways to enable adults and children to meet recommended levels of physical activity. A lack of physical activity is the cause of one in six deaths in the UK and costs the country an estimated £7.4bn per year.

2.1.11. Data published by Public Health England covering the period 2019-2020 reported that 20.7% of adults in the district of Harrogate are physically inactive. Only 1.9% of adults cycle for travel at least three days per week while 11.8% walk – below the national averages of 2.3% and 15.1% respectively. North Yorkshire Council are encouraging more people to be active as well as using sport and physical activity to help address health inequalities, contribute positively to the economy, and raise the profile of the area.

2.1.12. Promoting healthier travel is one of the objectives included in the North Yorkshire Local Transport Plan 2016-2045. The importance of regular exercise for achieving and maintaining a healthy lifestyle is emphasised. It is recognised that the best and easiest opportunity for incorporating activity into people's daily routine is through active travel which has additional benefits such as reducing carbon emissions and contributing towards air quality improvements.

2.1.13. Focussing on inclusive design and ensuring Ripon's active travel networks are accessible for all will be important when developing and delivering schemes through the LCWIP process.

2.1.14. The LCWIP also has a vital role to play in creating longer term behaviour change well beyond its ten-year delivery plan. European countries such as the Netherlands have only been able to facilitate mass cycling (27% of all trips are undertaken by bike) through long-term investment (The Dutch 'cycling revolution' can be traced back to a targeted political response in the 1970s). This has engendered generational change to the point where the bicycle is the clear mode of choice for journeys between 2km to 7km.

2.1.15. The Ripon LCWIP, supported by local and national policy, guidance, and funding, presents an opportunity to start the process of creating real change for generations to come.

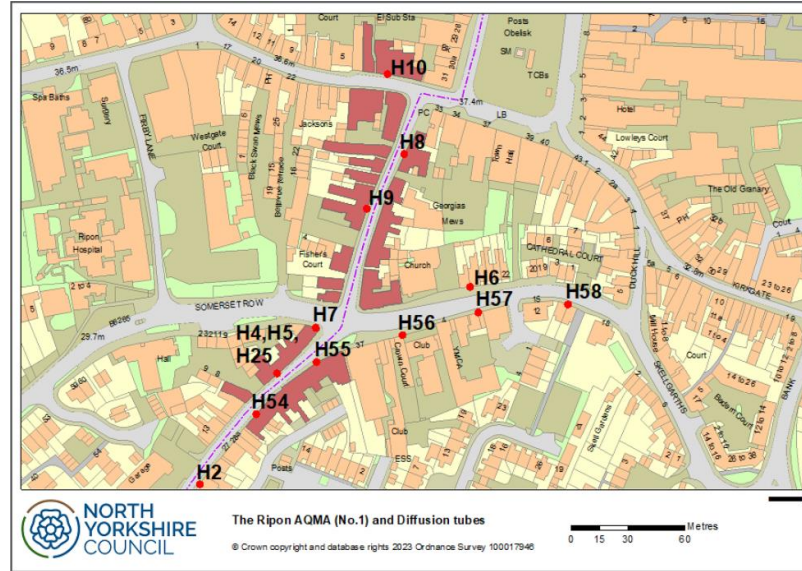
### RESPONDING TO THE CLIMATE CRISIS

2.1.16. North Yorkshire Council declared a climate emergency in 2023 (rolled over from NYCC’s declaration in 2022). One of the ambitions is to be a carbon negative region by 2040. In 2022 the previous eight local authorities, along with the National Park Authorities, City of York Council and many other partners worked collaboratively with the York and North Yorkshire Local Enterprise Partnership (LEP) to create ‘York and North Yorkshire’s Routemap to Carbon Negative’. This is an ambitious co-owned plan to deliver net zero by 2034 and reach the carbon negative ambition by 2040.

2.1.17. In terms of Transport, the Routemap outlines a series of goals or ambitions and in particular, to increase active travel for short journeys, ensuring walking and cycling accounts for 17% of distance travelled by 2038<sup>1</sup>.

An Air Quality Management Area (AQMA) was declared in 2010 in relation to nitrogen dioxide (NO<sub>2</sub>) for the roads and properties along Low Skellgate, High Skellgate and the junction with Westgate as shown in Figure 2.1. The 2022 Air Quality Annual Status Report, published by Harrogate Borough Council in June, stated that concentrations remain below the objective, and measure less than 85% of the objective. The highest recorded concentration was 33.3µg/m<sup>3</sup>. The concentrations at all other monitoring locations within the Ripon study are less than 61% of the objective. Making journeys by active and sustainable means will be critical to improving the air quality.

Figure 2.1. Ripon AQMA



### IMPROVING ACCESSIBILITY AND SOCIAL INCLUSION

2.1.18. At local authority level, North Yorkshire is among the least deprived in England. However, there are pockets of relative deprivation in Ripon, as shown in Figure 2.2, primarily to the south of the city centre. Harrogate 004F, within the Ripon Moorside ward, is ranked 11,241 out of 32,844 LSOAs in England, where 1 is the most deprived LSOA. This is amongst the 40% most deprived neighbourhoods in the country.

2.1.19. 16% of households in the LCWIP study area do not have access to a car (Census 2011) and these households can suffer from social exclusion and transport poverty, struggling to access employment and education opportunities, key services, and facilities, as well as being isolated from support networks.

2.1.20. Cycling and walking are generally affordable modes of transport that can be made accessible to the vast majority of people. Enabling a greater number of people to walk and cycle to the locations they need to travel to can have significant benefits for health, wellbeing, and for the environment, but also in regard to social inclusion, helping connect people to

jobs, education, and each other when other modes of transport aren’t feasible options.

### IMPROVING THE TOURISM OFFER

2.1.21. As a city built upon its long history and heritage, at the gateway to the Yorkshire Dales, Ripon is an important tourist destination with attractions including the museums, the Cathedral (c100,000 visitors<sup>2</sup>) and the racecourse. It is also the centre for visiting several places of regional importance including Newby Hall (c140,000 visitors<sup>3</sup>), Lightwater Valley and Fountains Abbey and Studley Royal Garden World Heritage Site (c350,000<sup>4</sup>).

2.1.22. Investment in active travel can play a key role in enhancing the tourism offer. It can improve the quality of the urban realm, make it easier for visitors to travel around the city, and provide new reasons to visit the city with high quality cycling and walking experiences.

2.1.23. Ripon is on the “Way of the Roses” National Cycle Route 688. Improvements appear necessary to enhance this route as well as making connections into it from neighbouring tourist destinations, towns, and villages, and facilitating cycling to and from the city’s schools and employment areas.

<sup>1</sup> [North Yorkshire Council Climate Change Strategy 2023-2030](#)

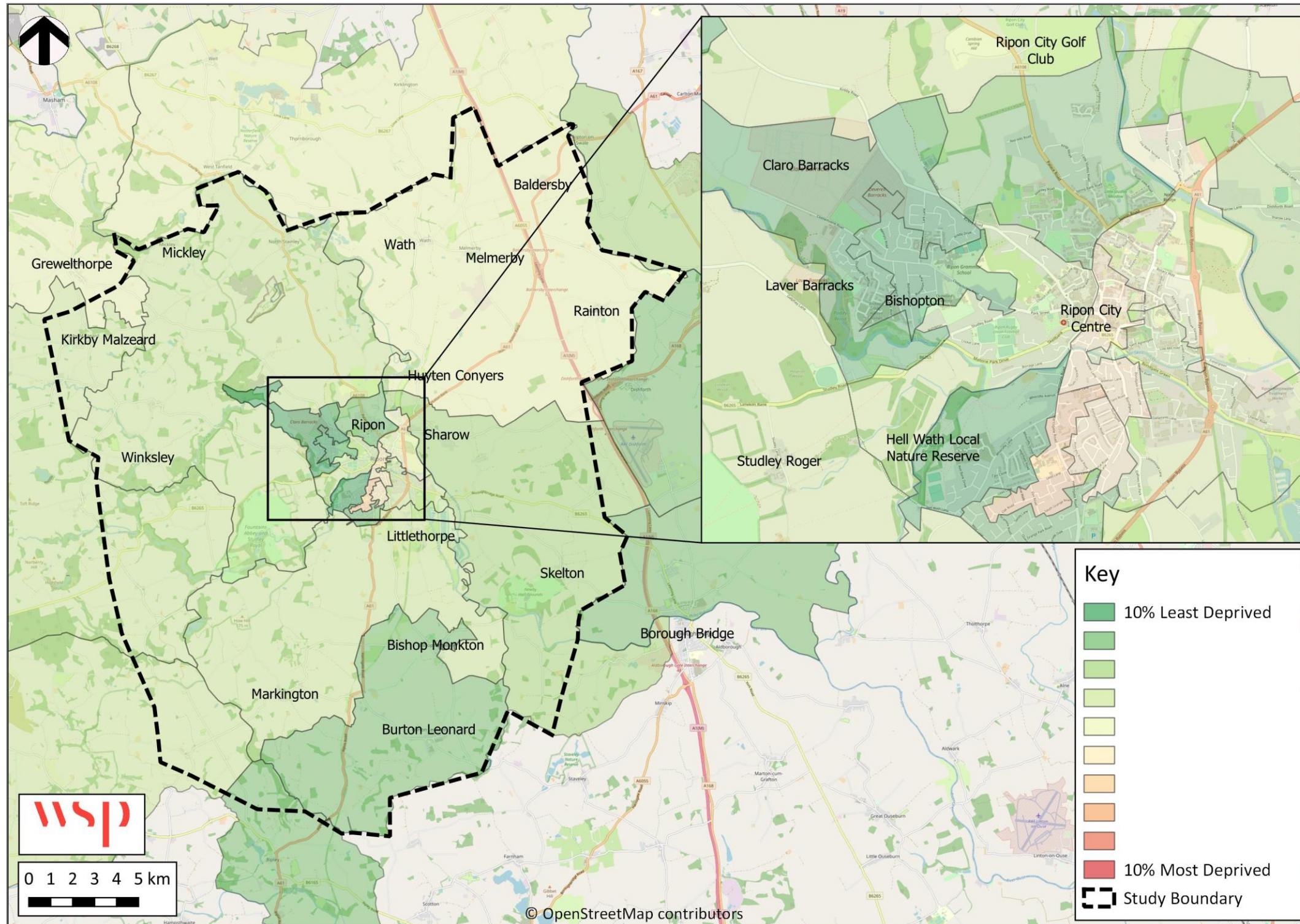
<sup>2</sup> [rcp-final-plan-2019-webpage.pdf \(riponcity.gov.uk\)](#)

<sup>3</sup> [Newby Hall is crowned as Historic Houses Garden of the Year 2019](#)

<sup>4</sup> [Fountains Abbey and Studley Royal Water Garden - WHS Management Plan 2015 - 2021 APPENDICES](#)



Figure 2.2. Indices of Multiple Deprivation (IMD)



## 2.2 NATIONAL AND LOCAL POLICY CONTEXT

2.2.1. There are clear opportunities to support environmental, health, social, economic, and sustainable mobility goals that better connect people and places with targeted investment in active travel infrastructure. This is evident in both national and local policy that has guided and shaped the Ripon LCWIP process. A summary overview is provided below.

### NATIONAL CONTEXT

#### **Gear Change: A bold vision for cycling and walking (DfT 2020)**

2.2.2. Sets out Government’s vision for delivery of far higher quality cycling infrastructure, focusing on segregated cycle routes with local authorities being expected to deliver a step change in the Level of Service for cycling and walking. It establishes “Active Travel England” that will assess local authorities’ performance on active travel, with findings influencing the funding authorities receive across all transport modes. The accompanying Local Transport Note 1/20 Cycle Infrastructure Design sets out new ambitious cycle design standards.

#### **Cycling and Walking Investment Strategy (DfT 2017)**

2.2.3. Aims to make active modes a natural choice by 2040. Locally targeted investment via LCWIPs assist to connect people with places – creating vibrant, healthier, and productive places and communities.

#### **Future of Mobility: Urban Strategy (DfT 2019)**

2.2.4. Nine principles to address the challenge of transforming towns and cities to meet current and future transport demands. Includes the principle that ‘walking, cycling and active travel must remain the best option for short urban journeys.

#### **Decarbonising Transport: A Better, Greener Britain (DfT 2021).**

2.2.5. Sets out a series of commitments with the first focusing on increasing cycling and walking by investing £2 billion over five years with the aim that half of all journeys in towns and cities will be cycled or walked by 2030. There’s also a commitment to deliver a world class cycling and walking network in England by 2040. Accelerating modal shift to public and active transport is stated as one of the strategic priorities.

#### **Everybody Active, Every Day (Public Health England 2014)**

2.2.6. Indicates how the built and natural environment impact on the travel choices people make and highlights the necessity for effective urban design and transport systems which create ‘active environments’ to promote walking, cycling and more liveable communities.

#### **Clean Air Strategy (DEFRA 2018)**

2.2.7. Outlines how achieving modal shift is key to delivering emissions reduction. LCWIPs have a part to play in tackling the climate emergency by reducing emissions through the delivery of walking and cycling options for journeys.

#### **Inclusive Transport Strategy (DfT 2019)**

2.2.8. An inclusive transport system must provide inclusive infrastructure, with streetscapes designed to accommodate the needs of all travellers. LCWIPs identify improvements to built active travel networks and key routes fit for all users.

### LOCAL CONTEXT

2.2.9. Local policy relating to walking and cycling is contained in a range of documents, outlined below. These policy documents show a strong level of support for cycling and walking. Several documents, including the Local Plan, are currently being reviewed, making this an ideal time to bring forward and integrate further cycling and walking proposals.

2.2.10. Key local policy documents include:

- NYC Local Transport Plan 4 (2016);
- Harrogate District Local Plan (2014-2035);
- Ripon Neighbourhood Plan to 2030 (2019);
- emerging draft masterplan - Ripon Renewal (2035); and
- Local Enterprise Partnership (LEP) - Carbon Abatement Pathways (2021).

2.2.11. Key relevant themes emerging from local policy are set out on the following pages.

#### **Policy support for cycling and walking**

2.2.12. There are strong levels of support for walking and cycling in existing local policy. The Ripon Neighbourhood Plan includes cycling and walking as key elements while The Local Transport Plan (LTP4) recognises the role the active travel schemes can play in supporting the local economy, improving health, and access to education, employment, and services.

2.2.13. The North Yorkshire Local Transport Plan also includes an objective which aims to address the health aspects linked to transport, by encouraging healthier travel such as walking and cycling, and by reducing some of the negative effects of transport, such as air pollution. It is recognised that one of the best ways of achieving regular exercise is to incorporate active travel into the daily routine.

#### **Growth areas and local plan designations**

2.2.14. The Local Plan sets out housing and employment growth areas in the Harrogate Borough, including sites at Deverell Barracks, Claro Barracks and Laver Banks.

2.2.15. Within Ripon, The Barracks sites are a brownfield site which is soon to be vacated by the Ministry of Defence and brought back into active use. The aspiration for this housing development is for the site to attract a mix of people, reflected by the range and types of tenures of homes including affordable homes, homes suitable for young families and first-time buyers and extra care accommodation for the elderly.

2.2.16. The emerging draft masterplan (Ripon Renewal 2035) is seeking to maximise the opportunities within Ripon which will regenerate the city and boost the local economy. The key aim of this project is to build upon the work already undertaken by the local community in drawing up the City Plan, as well as ongoing work in relation to the redevelopment of Ripon Barracks, Cathedral Chapter and Ripon Cycling and Walking Infrastructure Plan and the many other opportunities and assets Ripon has. The work will also consider the recommendations made by the Local Enterprise Partnership’s 21<sup>st</sup> Century Towns report as to how Ripon can achieve economic transformation and raise its productivity. To do this, the report recommends addressing issues around technology, businesses, and labour markets, but also to look at placemaking, community and social cohesion, education, and health.

#### **Transport and placemaking schemes**

2.2.17. Significant activity is currently underway within the LCWIP study area aimed at bolstering the region’s offer as a place to live, work, study, visit and invest.

2.2.18. NYC is committed to continuing to provide for and promote walking and cycling as a mode of travel for ‘utility’ trips to access local services. In recent years the growth of leisure cycling in North Yorkshire has been significant. Following on from the Yorkshire Tour de France Grand Départ in 2014 and

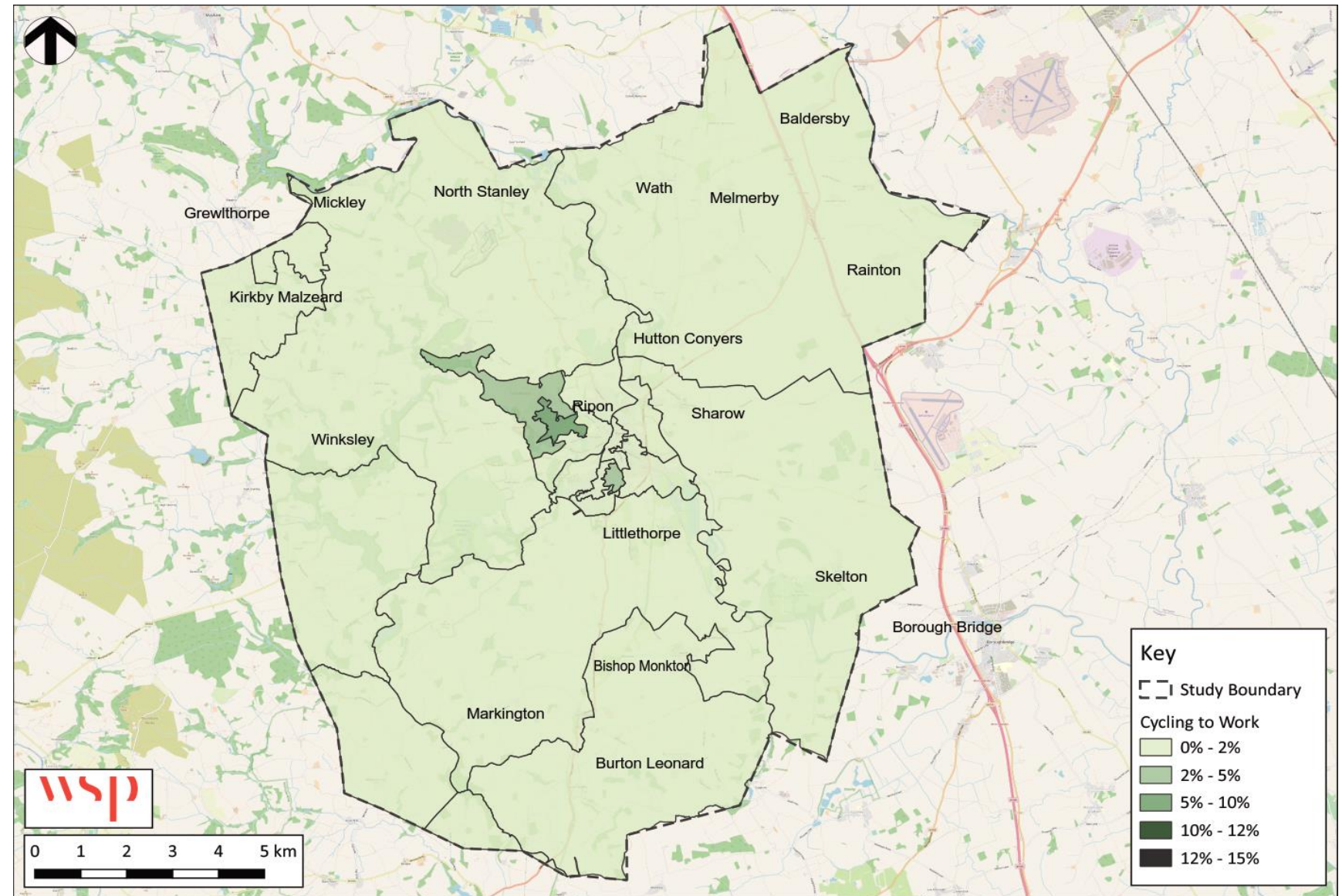
the annual Tour de Yorkshire leisure cycling continues to grow. Building on these sporting events and on long distance National Cycle Network routes (such as the Way of the Roses) cycle tourism now makes a significant contribution to the tourist economy of North Yorkshire, to improved public health and in many cases to people taking up utility cycling as an alternative to driving. The NYC Local Transport Plan states 'As a result of the financial pressures and the need to focus on maintaining the highway network there are very few new transport schemes (regardless of mode of transport) being delivered by North Yorkshire Council in Ripon. However, where new improvement schemes are being developed the Council will ensure that the needs of cyclists (and pedestrians) are fully considered and appropriately catered for.'

- 2.2.19. The vision of the Ripon Neighbourhood Plan is for Ripon to be 'a meeting place of choice for culture, leisure and tourism for residents and visitors'. To help achieve this vision 'walking and cycling will be encouraged by the quality of the public realm and careful and innovative management and maintenance of highways, footpaths and bridleways'.

## 2.3 EXISTING CYCLING AND WALKING TRAVEL PATTERNS

- 2.3.1. 33% of people in the study area travel less than 5km to work (on average twenty minutes on a bike), demonstrating a high potential for active mode travel choices. This is further demonstrated in that 27% of workers live less than 2km from their place of work (on average twenty-five minutes on foot), highlighting that walking in particular could be a more viable and attractive mode for residents. Despite these short commuting journeys, 47% of residents travel to work by car, whilst 12% walk and 2% cycle (2011 Census).
- 2.3.2. There are typically low levels of cycling to work across most of the study area, with only small pockets where cycling use raises to a maximum of 5-10% of employed residents (Figure 2.3).

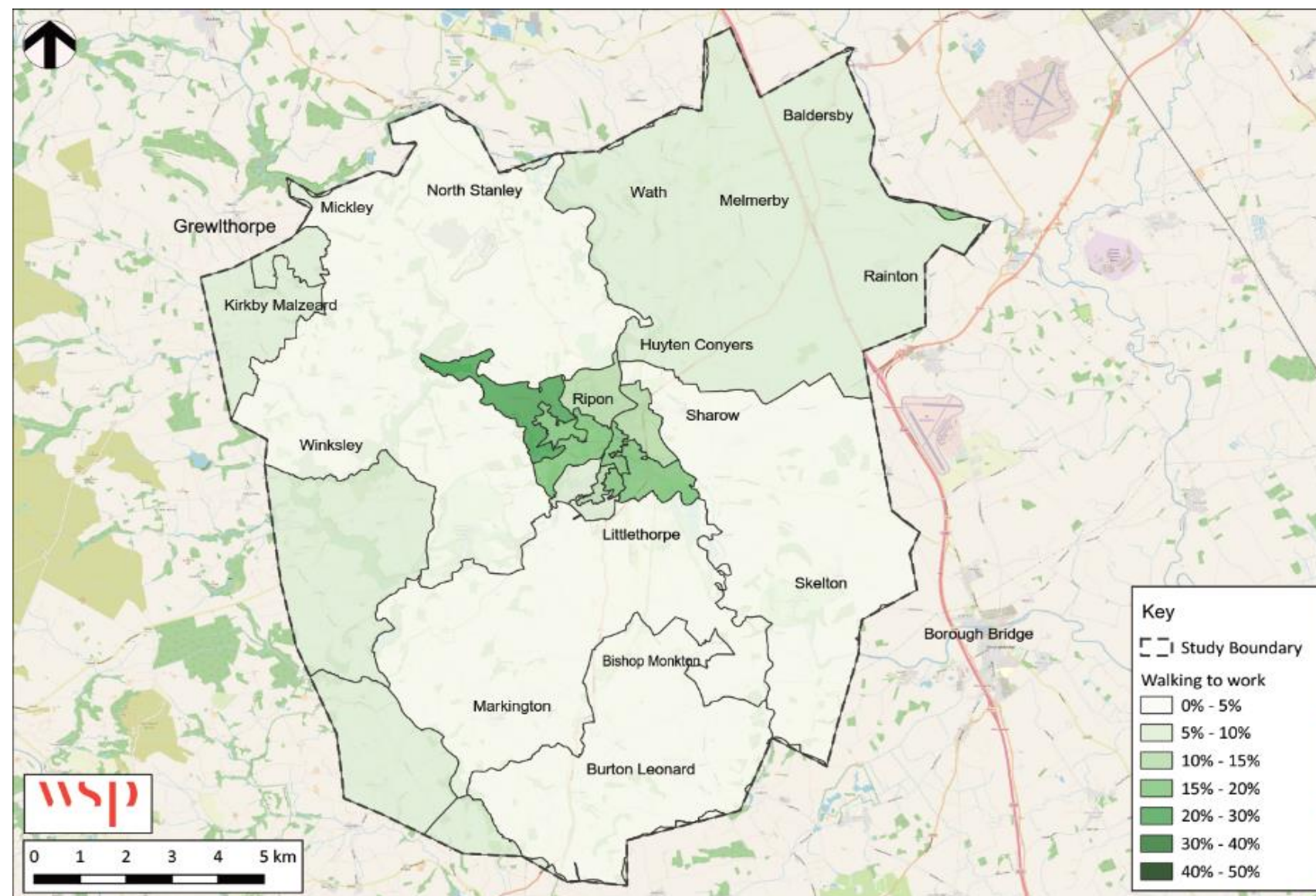
Figure 2.3. Residents that cycle to work (2011 census)



2.3.3. Figure 2.4 illustrates that the highest levels of walking & wheeling to work in the study area are within the built-up area of Ripon, with up to 50% of employed residents walking & wheeling to work in some areas. As expected, outside of the Ripon built-up area, where there are fewer employment opportunities, levels of walking & wheeling are markedly lower. In these areas, leisure and utility trips are likely to be the focus of walking & wheeling trips.

2.3.4. This is reflected in local policy and strategy, recognising the need to provide high quality safe active travel infrastructure to encourage a shift to healthy and greener modes, and to also ensure that future developments are sustainable and connected to these networks.

Figure 2.4. Residents that walk to work (2011 census)



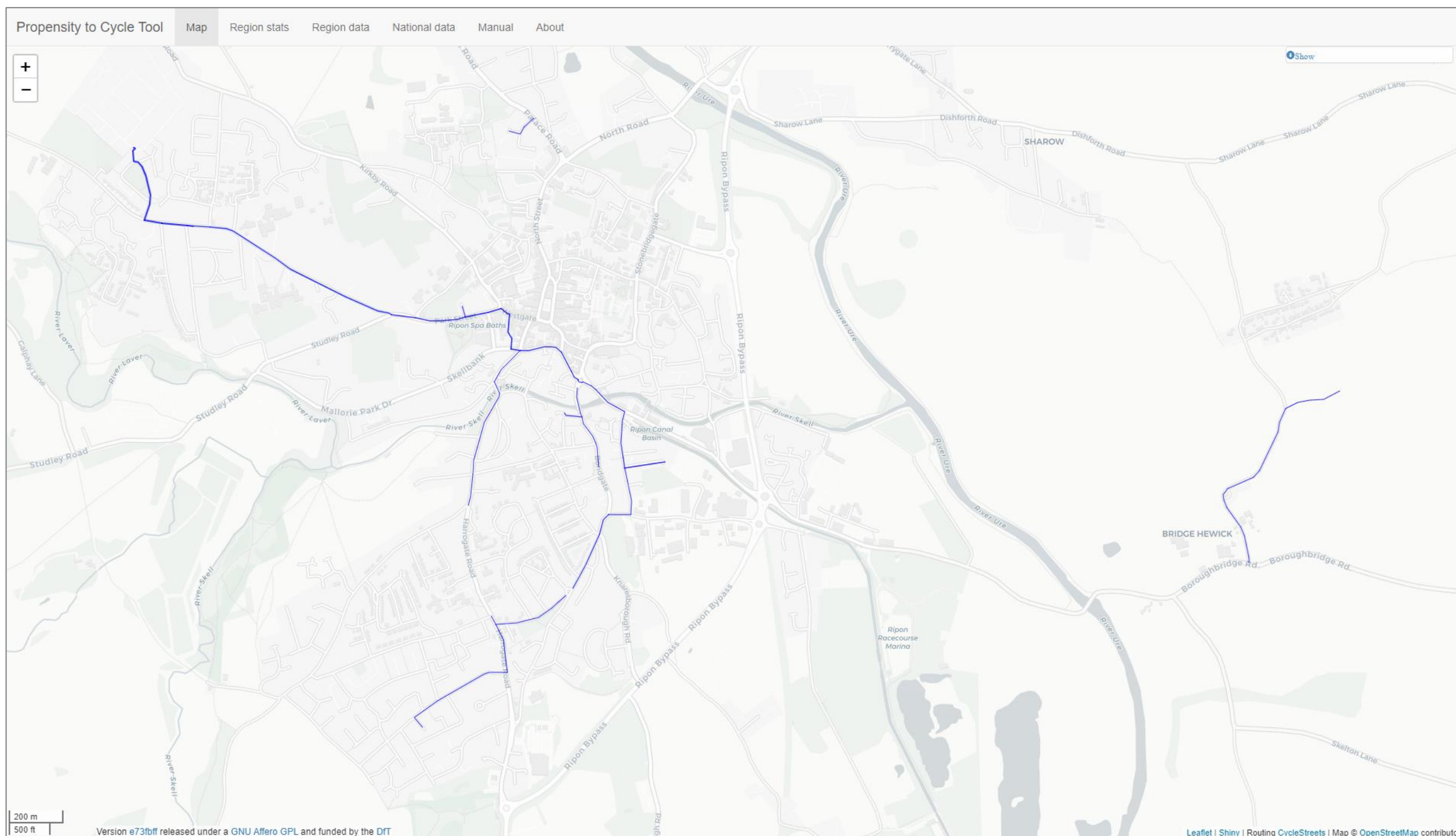
2.3.5.

2.3.6. Figure 2.5 shows the estimated routes taken by people cycling to work in Ripon in 2011, for the top 30% most cycled routes.

2.3.7. The route along Clothierholme Road and Park Street is the most popular route in all current and future scenarios in the Propensity to Cycle Tool (PCT) (see [www.pct.bike](http://www.pct.bike) for further information on the PCT).

2.3.8. Whilst the 2011 cycle flows are low, the outputs indicate the highest flows are within Ripon, with some cycle traffic also shown along Ray Lane in Bridge Hewitt.

**Figure 2.5.** 2011 Commuter cycle flows. Increased width = increased usage (Source: Propensity to Cycle Tool)

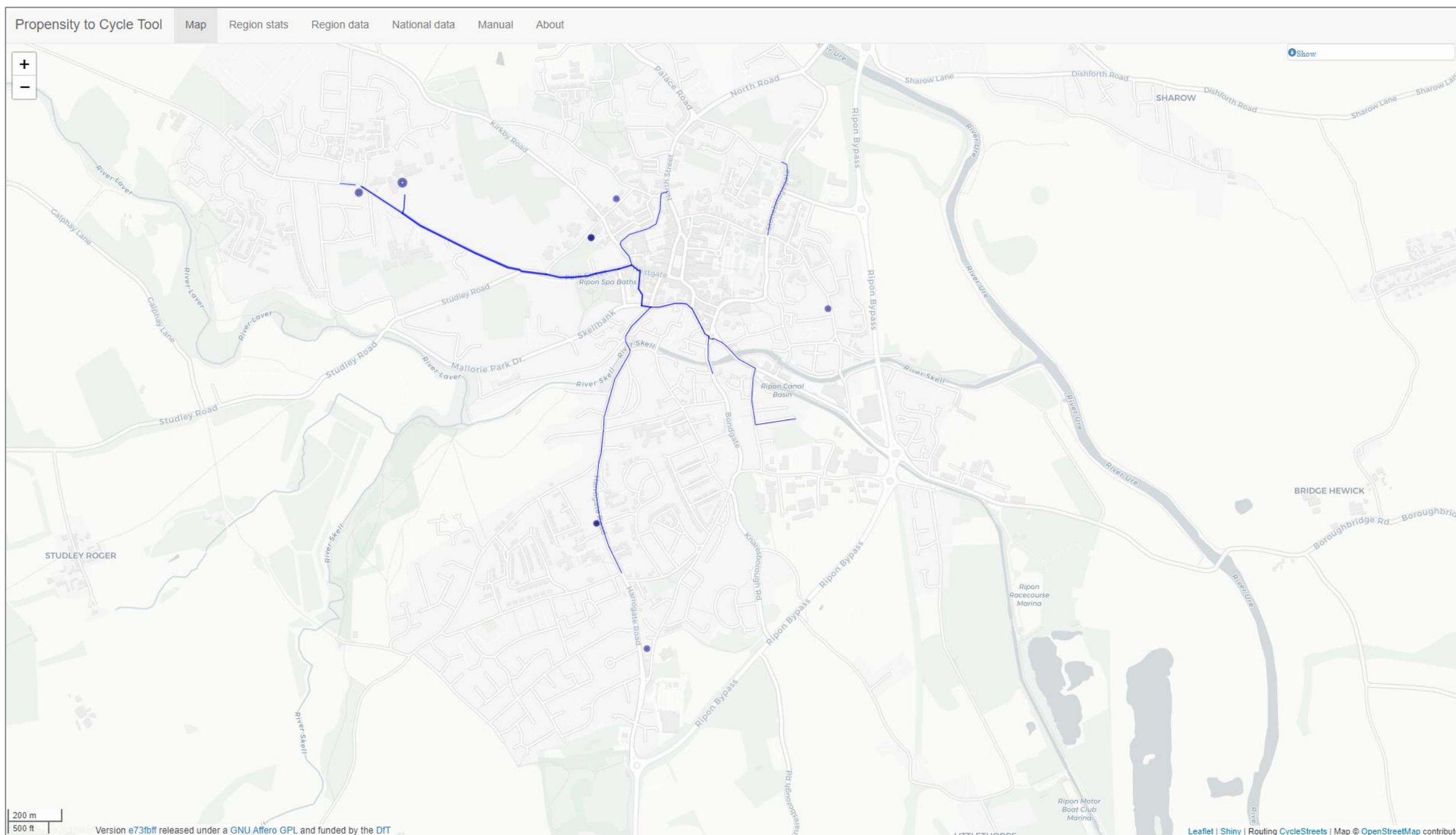


2.3.9. Whilst commuting trips are important, they do not represent all cycle trips. Travel during 2020 was considerably impacted by the COVID-19 pandemic. Most people who took up homeworking have now adopted a hybrid working pattern<sup>5</sup> causing a decline in the traditional five-day commute.

**Figure 2.6. School cycle flows. Increased width = increased usage (Source: Propensity to Cycle Tool)**

2.3.10. The restrictions associated with the lockdowns encouraged many people to fill their free time with exercise. For example, The National Travel Survey reported a 26% increase in average cycling trips between 2019 and 2020. The experience demonstrates that demand for active travel exists, particularly for leisure purposes, and people will choose these modes if the conditions are favourable.

2.3.11. Figure 2.6 shows estimated cycle to school trips based on the 2011 school census data, for the top 30% most cycled routes. Reported cycling levels are typically very low but do again highlight Clothierholme Road and Park Street as an important route.

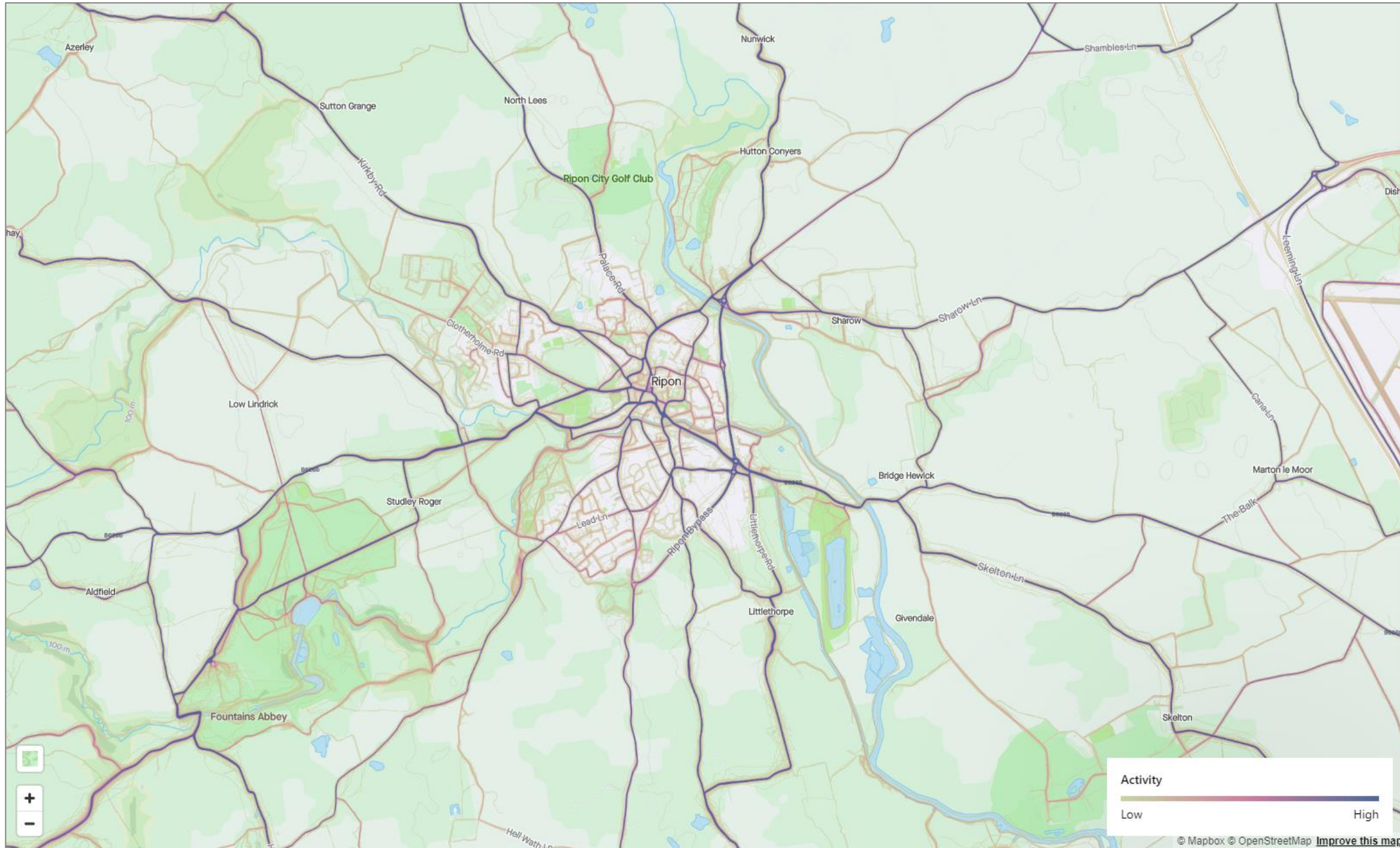


<sup>5</sup> [Is hybrid working here to stay? - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk/articles/is-hybrid-working-here-to-stay-2021)

Outputs from the Strava global heatmap ([www.strava.com/heatmap](http://www.strava.com/heatmap)), show anonymised data collected in April 2022 from people cycling using the Strava mobile app (Figure 2.7). Users are typically sports / leisure cyclists, although the app enables trips to be specified as commutes.

2.3.12. It's important to note that the heatmap only shows a proportion of all journeys. Nevertheless, the results highlight existing usage patterns and the importance of the radial routes into Ripon.

**Figure 2.7. Strava cycle flows (Source: Strava)**





2.3.13. Collisions involving pedestrians and cycle users can be seen as a barrier to taking up or continuing the activity, as they have a negative effect on both perceived and actual safety.

2.3.14. Figure 2.8 shows pedestrian and cyclist casualties across the LCWIP area for the period 2017-2019. For every injury shown on the map, there will be additional injuries and near misses not reported. Table 2.1 presents this data numerically.

**Table 2.1. Pedestrian and cyclist accidents by severity: 2017 to 2019**

Severity	2017		2018		2019	
	Cycle	Walk	Cycle	Walk	Cycle	Walk
Slight	5	2	1	7	2	5
Serious	1	4	0	2	0	2
Fatal	0	0	0	1	0	0
Total	6	6	1	10	2	7

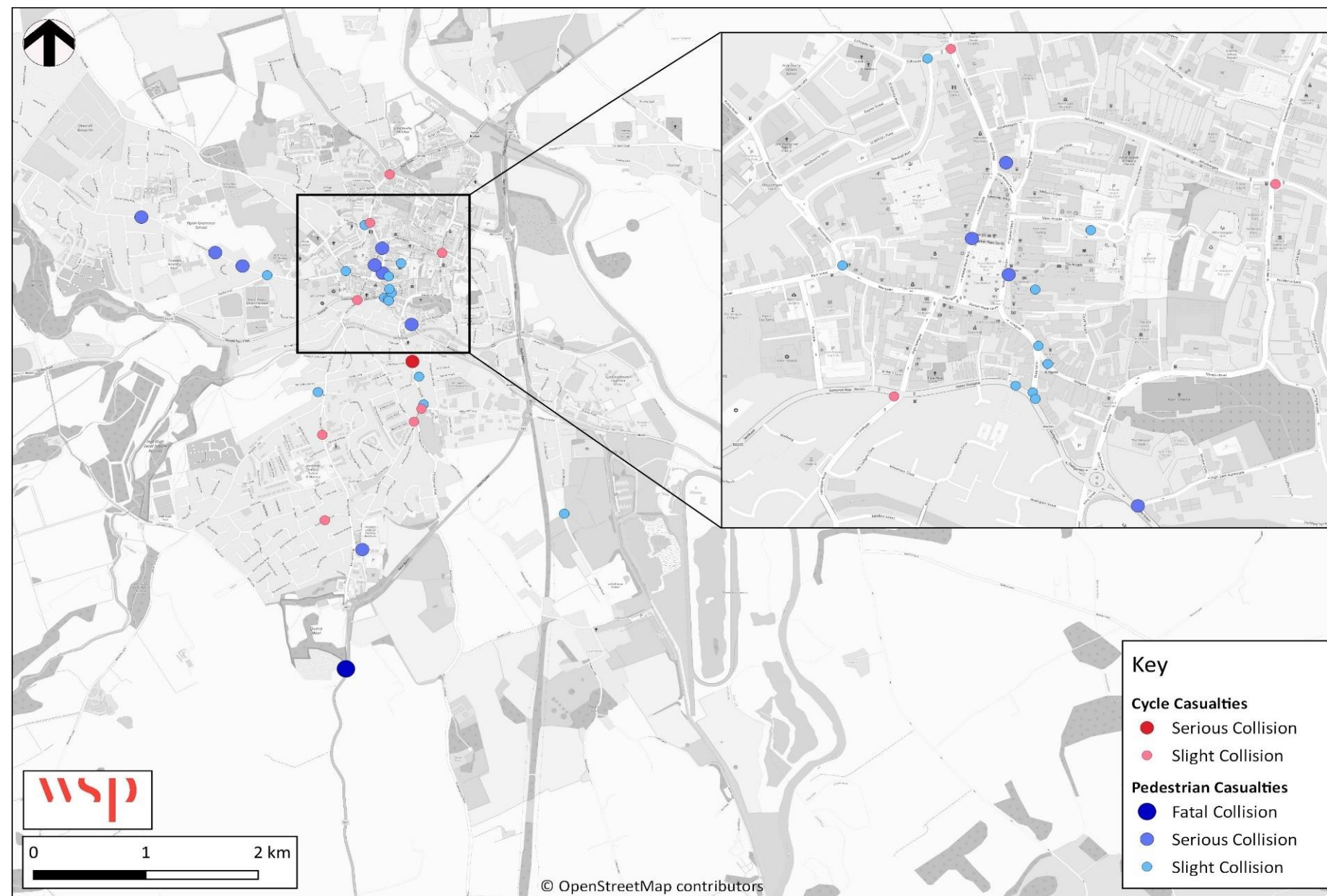
2.3.15. The data shows that over the three-year period there was one fatal collision involving a pedestrian.

2.3.16. Plotting the location of collisions can help us to identify 'hotspots', where several incidents have been recorded in a small geographic area. This can help to identify those areas of the network where safety may need to be improved for pedestrians and cyclists.

2.3.17. As can be seen from the figures, 'hotspots' or 'clusters' of collisions are typically located along arterial roads or at junctions where there is a higher number of pedestrians and cyclists. This highlights Ripon city centre as a focus for safety issues. Clothierholme Road stands out with three serious pedestrian injuries and Bondgate with two slight and one serious cyclist injuries.

2.3.18. Improving infrastructure for cycling and walking within the study area could further reduce collisions in future.

**Figure 2.8. Pedestrian and cyclist traffic casualties: 2017-19**

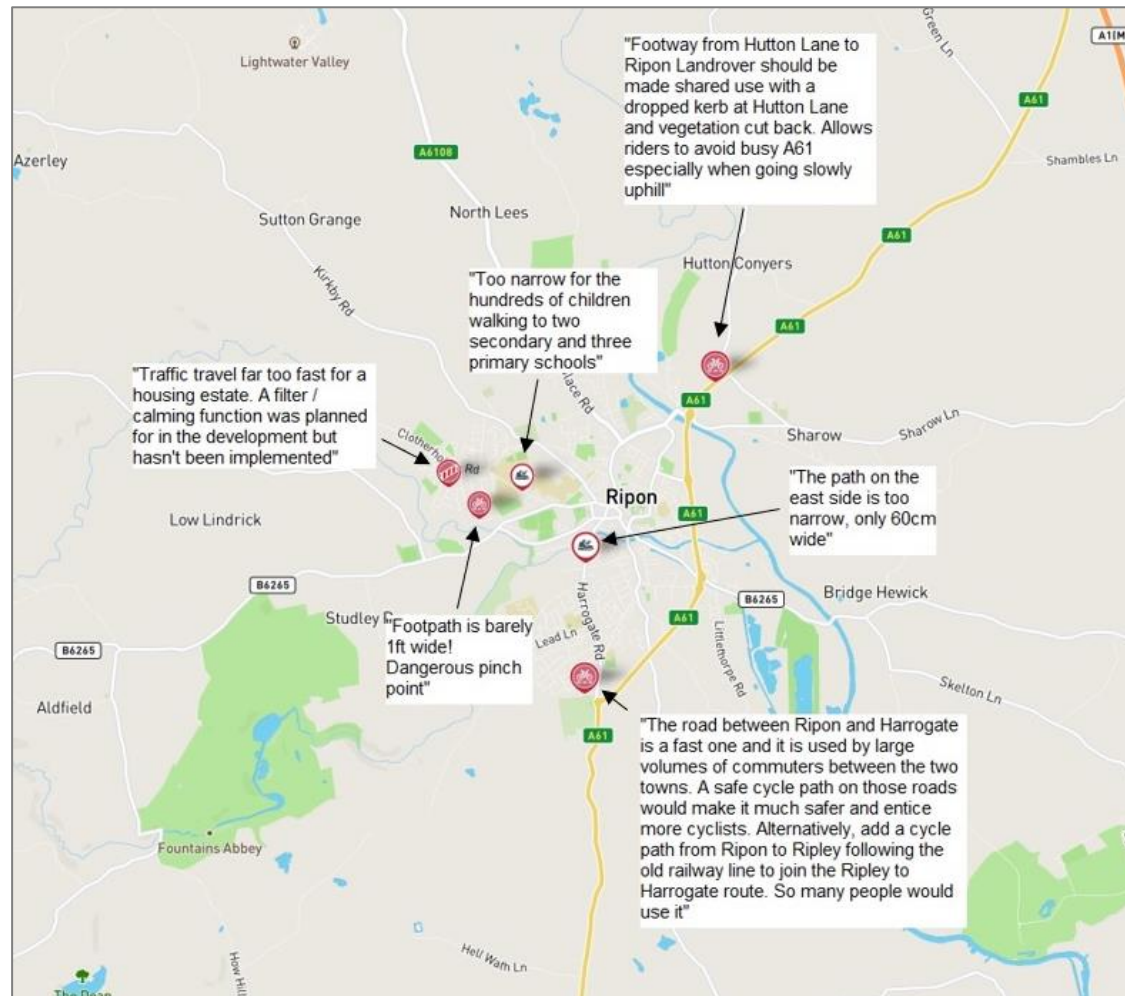


2.3.19. Figure 2.9 shows existing active travel provision within the study area. The map shows the fragmented nature of the PRoW network, however, there are some routes already served by traffic free cycle infrastructure which form part of the National Cycle Network.

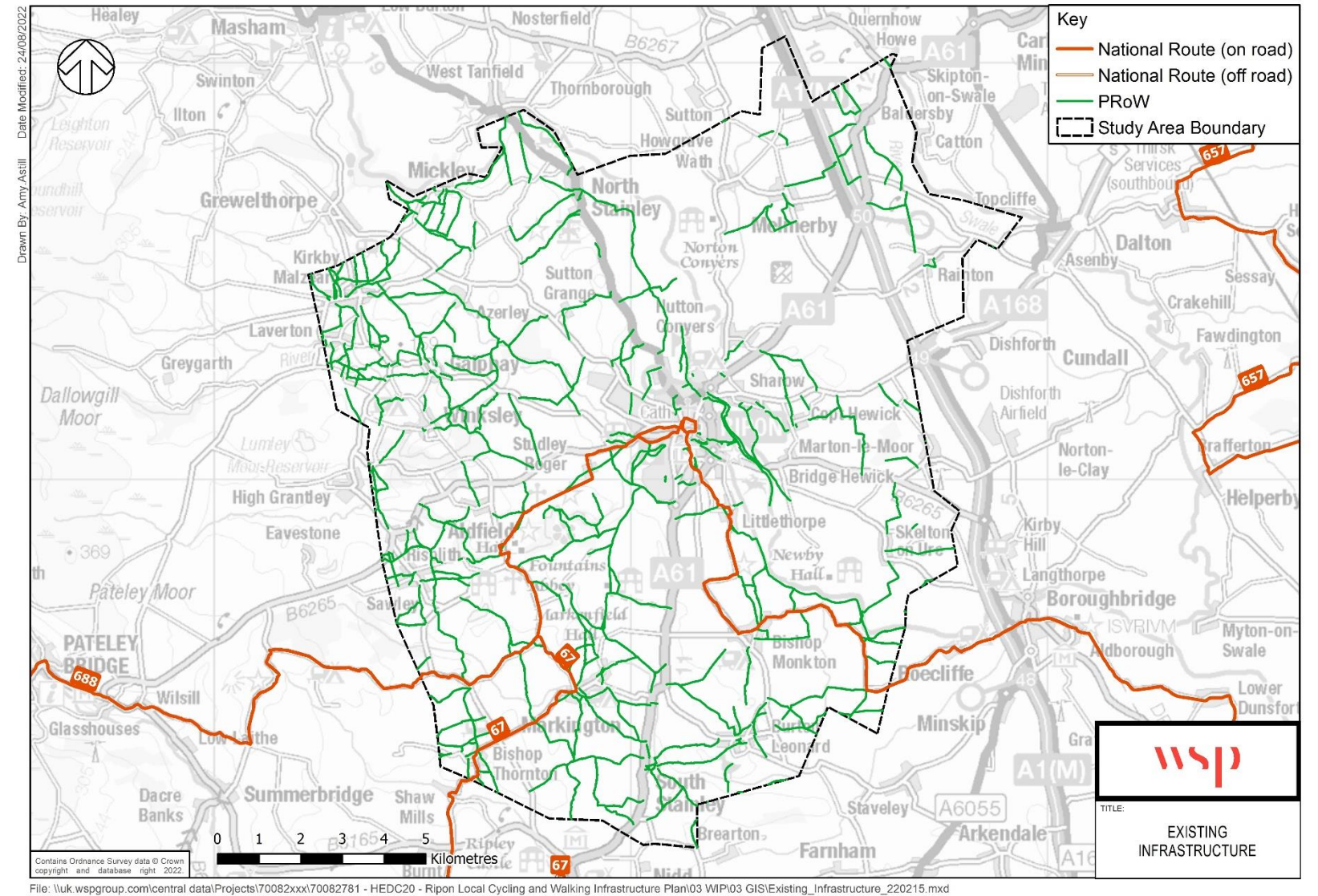
2.3.20. Figure 2.10 shows suggestions for improvements collated on the widenmypath.com website. Whilst the level of engagement is limited, the requests are mainly concentrated on:

- the width of existing footways on Clothierholme Road, Harrogate Road and Bishopton;
- the need for cycle paths to connect Ripon to Harrogate and/or Ripley;
- the speed of vehicles / lack of traffic calming in the Bishop's Glade development; and
- converting the footway from Hutton Lane to Ripon Land Rover dealership into a shared use path.

**Figure 2.10. Suggestions for Improvement (Widenmypath.com)**



**Figure 2.9. Existing infrastructure (above)**

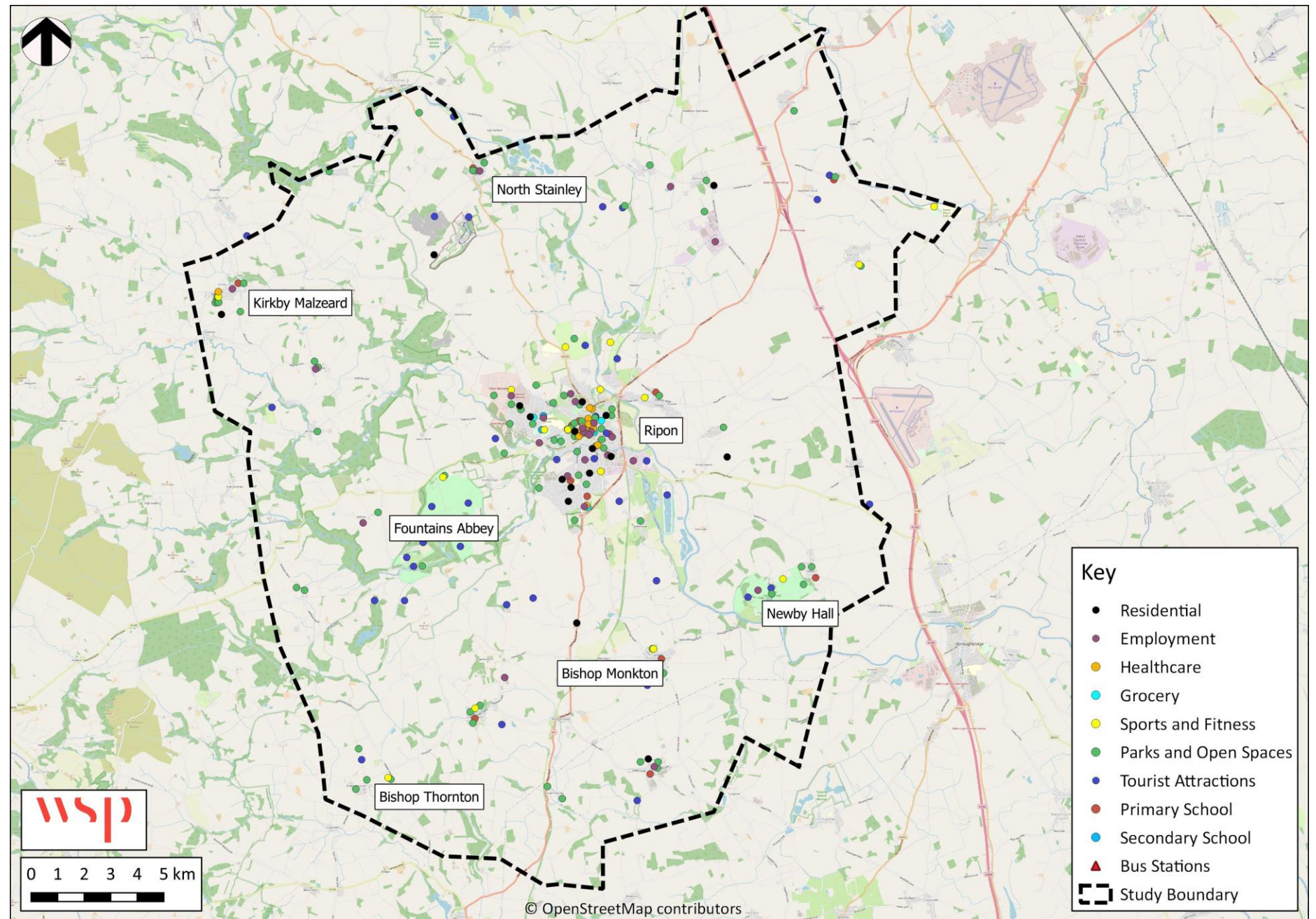


### 3 STAGE 3: NETWORK PLANNING FOR CYCLING

#### 3.1 CURRENT & FUTURE ORIGINS & DESTINATIONS

- 3.1.1. The LCWIP Technical Guidance for Local Authorities (DfT, 2017) notes that identifying demand for a planned cycle network should start by mapping the main trip origin and destination points (ODs).
- 3.1.2. In line with the guidance, census output areas were chosen to represent journey origins from existing residential areas. Additional origins and destinations were identified as shown in Figure 3.1, including:
- Future housing and employment sites adopted in the Harrogate District Local Plan;
  - Public transport interchanges (as above);
  - Principal retail areas;
  - Employment concentrations;
  - Large grocery shops;
  - Hospitals;
  - Tourist attractions; and
  - Educational institutions.
- 3.1.3. The resultant OD Map is shown in Figure 3.1 opposite.

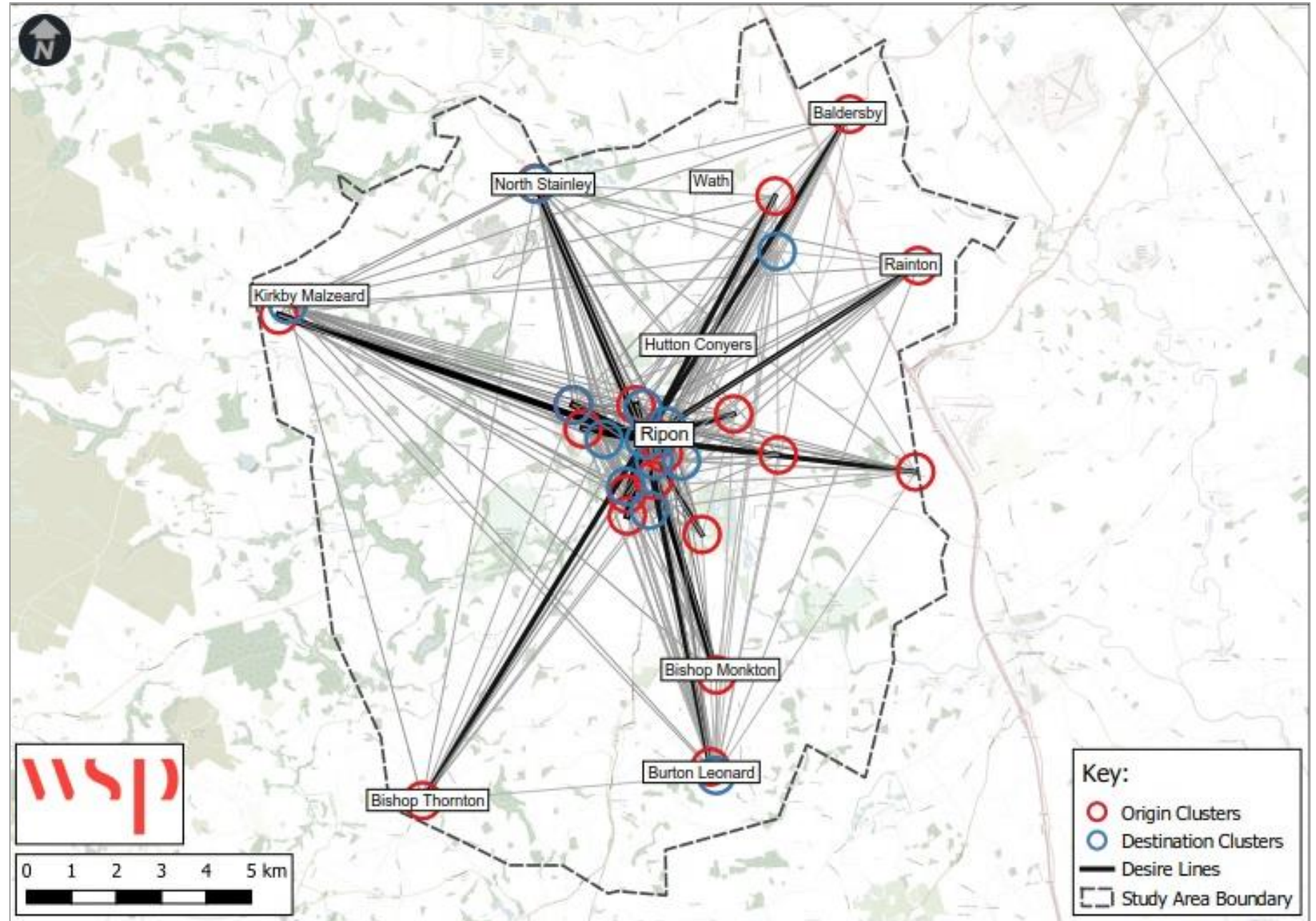
Figure 3.1. Ripon Origin and Destinations Map



### 3.2 CLUSTERING & DESIRE LINES

- 3.2.1. The guidance recommends that trip ODs near each other are clustered together, providing an indication of significant OD areas which will be the focus for many trips.
- 3.2.2. Once OD clusters were determined, desire lines between every LSOA or allocated housing site and identified cluster were mapped; the lines represent the most direct route between these points, irrespective of the existing network and barriers.
- 3.2.3. For ease of interpretation, desire lines were aggregated to present the top 10% desire lines. These are used as the basis to inform a schematic network, referred to as the 'Suggested Cycle Network'.
- 3.2.4. The OD clusters and top 10% desire lines are shown in Figure 3.1.

Figure 3.1 OD Clusters



### 3.3 VALIDATION OF DESIRE LINES

3.3.1. The desire lines were validated using existing data, such as the PCT and Strava, as well as through engagement with key stakeholders.

#### PCT: E-BIKE SCENARIO

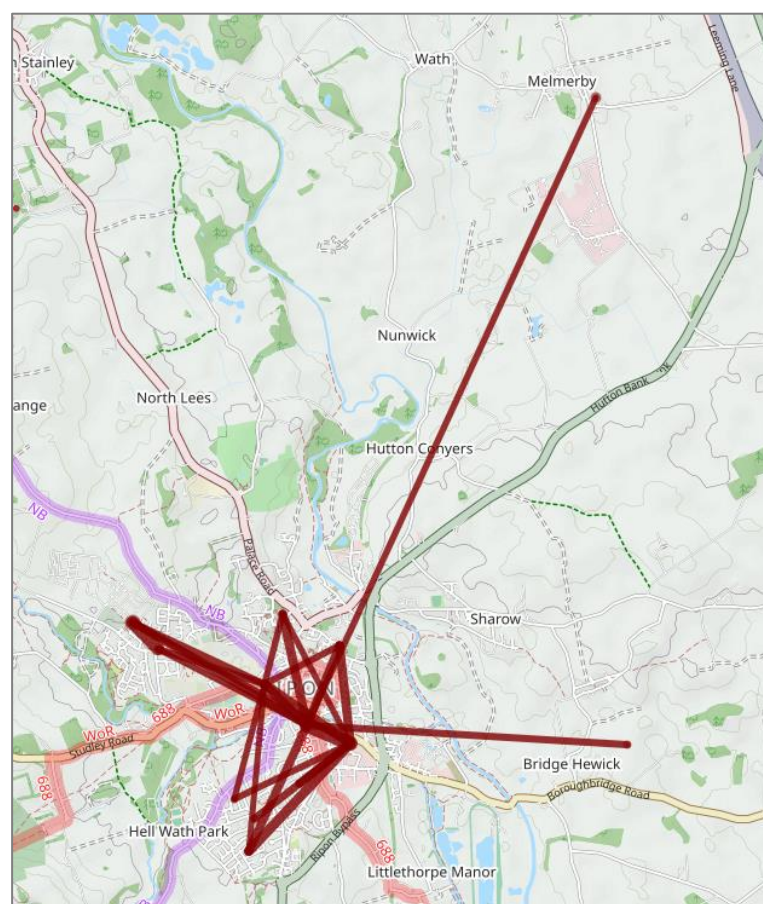
3.3.2. The desire lines were compared against the PCT E-bikes scenario outputs, which models the additional increase in cycling that would be achieved through the widespread uptake of electric cycles. The top ten PCT outputs support the identified desire lines within Ripon but suggest there is much lower cycling potential in North Stainley, Kirkby Malzeard & Bishop Monkton.

3.3.3. The PCT outputs are illustrated in Figure 3.2.

#### STAKEHOLDER FEEDBACK

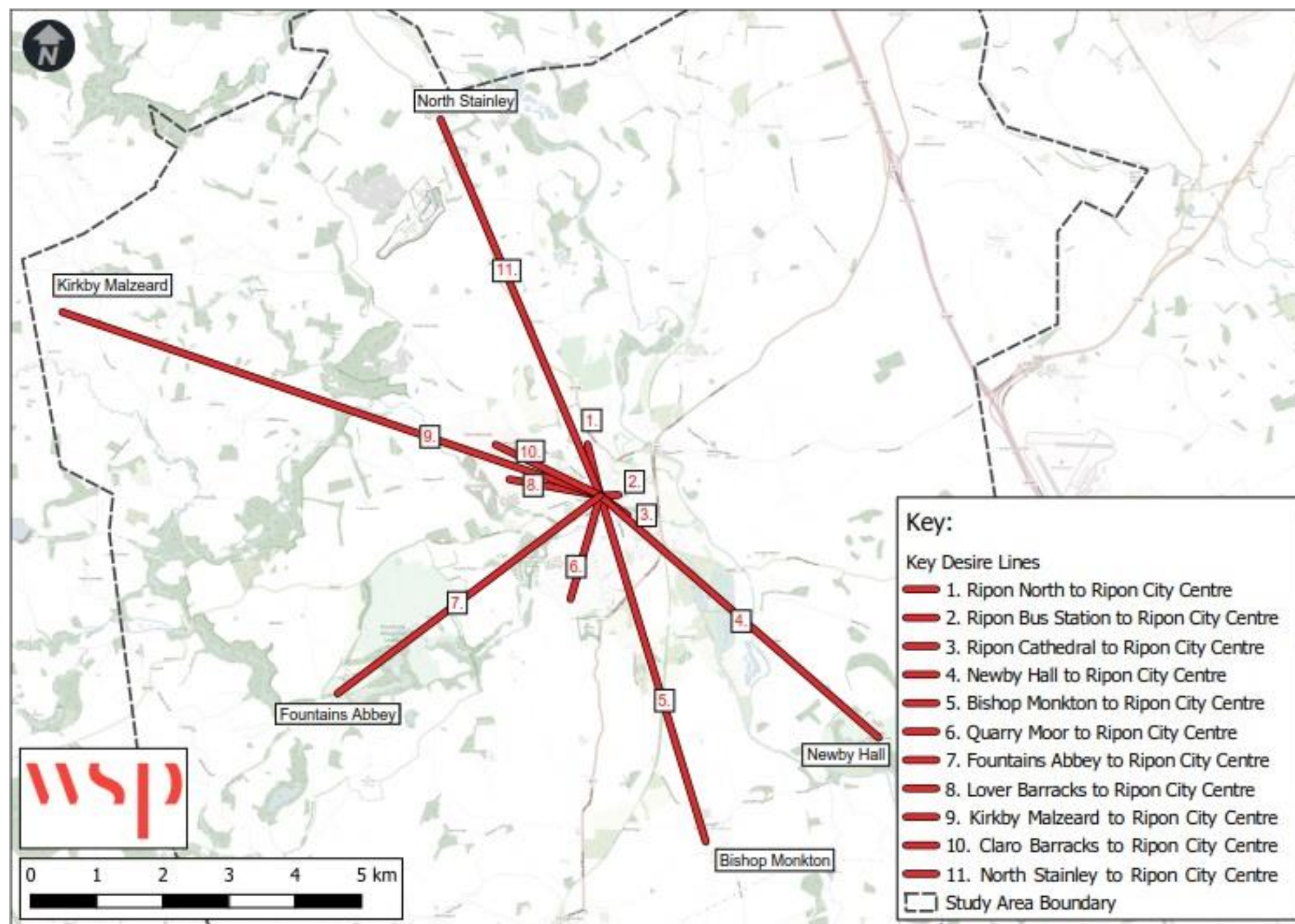
3.3.4. A stakeholder workshop was undertaken during which the identified desire lines were discussed. The stakeholder feedback was in support of the identified desire lines.

Figure 3.2. Top desire lines – PCT Tool



3.3.5. 11 desire lines were ultimately agreed upon to represent the most important connections between people and places. These are illustrated in Figure 3.3.

Figure 3.3. Top desire lines – PCT Tool



### 3.4 ROUTE DEVELOPMENT PROCESS

3.4.1. Having determined the desire lines, the next stage of the process is to identify real world routes that can accommodate these desire lines. This could be through appropriate schemes to upgrade existing roads or paths to the latest standards or identifying opportunities to create new routes.

#### PRODUCING THE SUGGESTED CYCLE NETWORK

3.4.2. The first step in the process is to identify the potential routes that might support the cycling desire lines. Potential route alignments were plotted, following the desire lines as closely as possible. The routes selected consider existing roads, paths, and structures where these are available, but do not consider the type of infrastructure that might be required to bring these up to the required standard, nor the existing constraints that might preclude this.

3.4.3. Additional links were identified using the information gathered during the stakeholder workshop. Stakeholders identified schools, tourist / visitor attractions and key development sites as some of the most important destinations which should be included within the cycle network. The draft network was refined and then agreed with the Project Delivery Group.

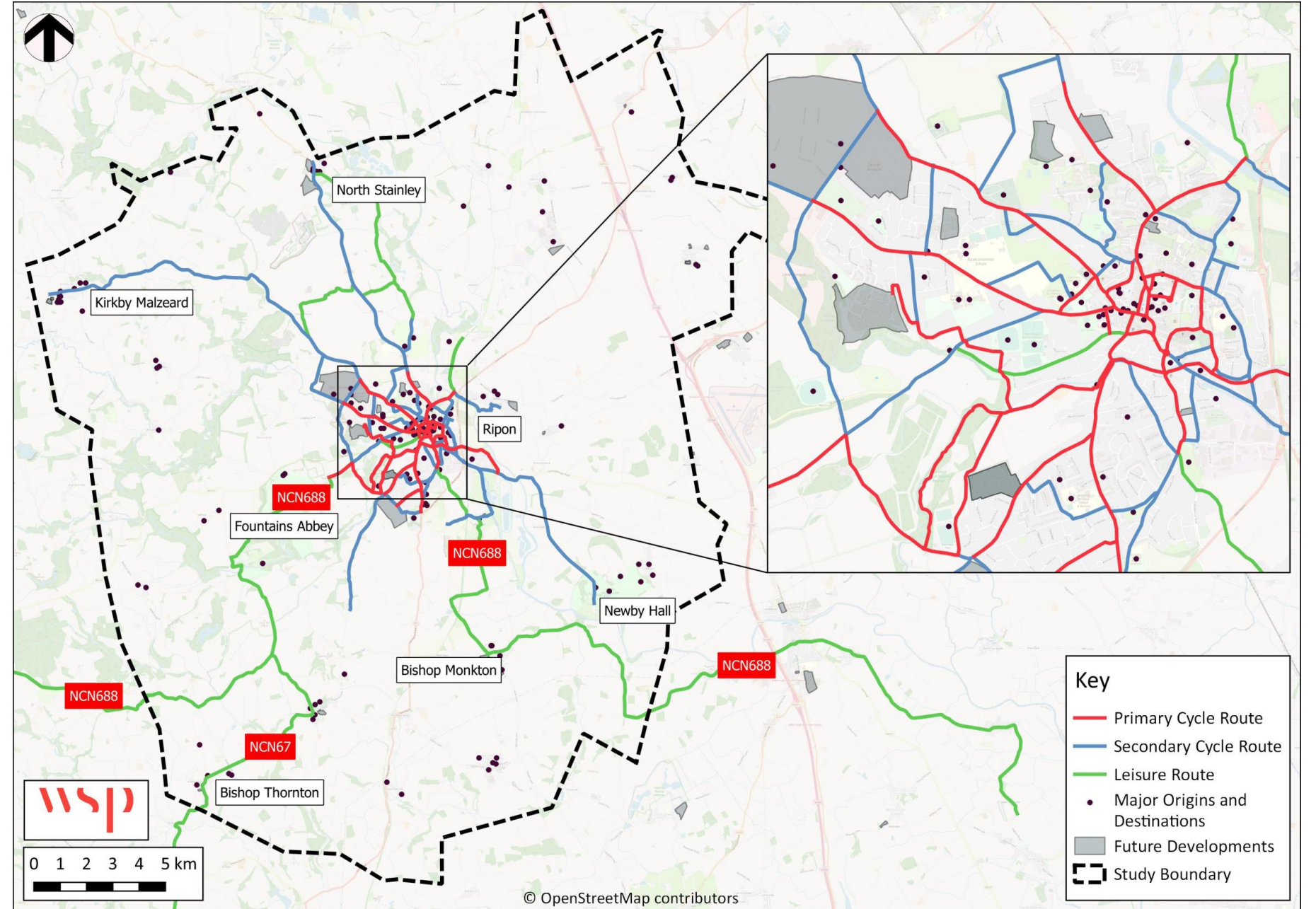
3.4.4. The importance of each link and route needs to be understood in terms of their overall significance in the network – this will largely relate to the numbers of cyclists that each will cater for in the future. The following hierarchy was therefore applied to the links in the network:

- **Primary:** The primary routes are generally those which align with the agreed desire lines and are therefore most likely to attract the highest number of cyclists. These are supplemented by forecast flows from the PCT and Strava, as well as local knowledge;
- **Secondary:** Secondary routes are those with lower expected flows of cyclists, generally those links that connect to specific attractors such as schools, colleges, and employment sites, or which add to the ‘mesh density’ of the overall network;
- **Leisure:** these are routes that do not align with specific destinations but are important routes in their own right for leisure purposes, which is a vital part of the North Yorkshire economy.

3.4.5. The routes displayed in the Cycle Network are those that cyclists would likely wish to use if the right infrastructure for the conditions could be provided and should always be considered as the first option for any route alignment, with other options identified using the DfT’s Route Selection Tool (RST) or similar.

3.4.6. The final Cycle Network Plan is shown in Figure 3.4, with a high-resolution image included in Appendix A.

Figure 3.4. Ripon Cycle Network Map

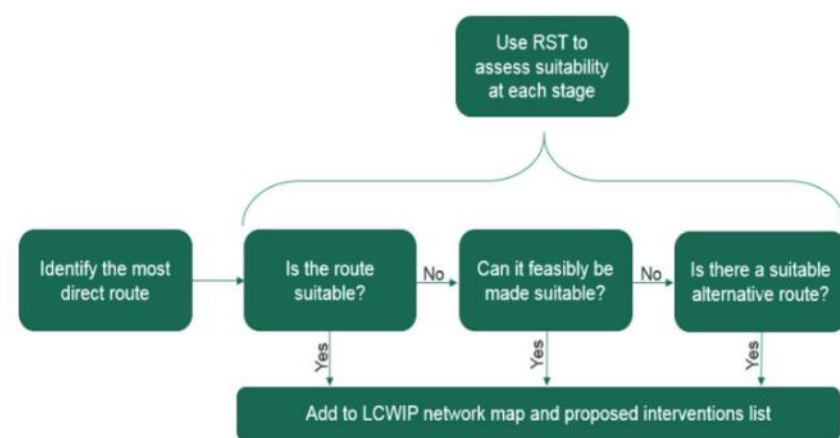


### 3.5 PRODUCING THE PRIORITY CYCLE NETWORK

3.5.1. Whilst the Suggested Cycle Network presents the basis for a network where money and acceptability of the associated proposals are no object, there is no surety that any of the routes can be delivered without additional consideration of the feasibility of each route.

3.5.2. The LCWIP guidance sets out the process that should be followed to determine whether a route can feasibly be made suitable for cycling (i.e., complies with the latest design standards) and therefore should be included in the final cycling network plan and prioritised programme of infrastructure improvements for future investment. This process is illustrated in Figure 3.5.

**Figure 3.5. Route Selection Process**



3.5.3. Ideally, the DfT’s Route Selection Tool (RST) should be used to assess the suitability of each route, identify the potential interventions required to make the route suitable, and consider alternative route choices where the route cannot be made suitable. However, this is a time-consuming process, and to undertake this process fully for each route is not considered feasible.

3.5.4. Alternatively, North Yorkshire Council have engaged with key internal and external stakeholders in various forums, including officers and elected members, to agree a consensus on which routes may or may not be feasible. This engagement has been aligned with the approach outlined in the DfT’s Early Assessment and Sifting Tool (EAST), considering factors such as:

- Identified problems and objectives of the option;
- Degree of consensus over outcomes;
- Expected value for money category;
- Implementation timetable;
- Public acceptability;
- Practical feasibility;
- Affordability; and
- Potential funding sources.

3.5.5. Each targeted stakeholder engagement session also considered whether a route could adequately meet the five core design principles: Coherent; Direct; Safe; Comfortable and Attractive. This high-level consideration is based on the criteria for each core design principle given in the RST, which include:

- Directness compared to likely alternative;
- Gradient of the route;
- Traffic volume and speed and the need to segregate;
- Connectivity of the route
- The potential of the route to support high quality infrastructure; and
- The number of changes required to junctions along a route.

3.5.6. This initial sifting process resulted in the production of the Ripon Priority Cycling Network Plan.

### 3.6 STAKEHOLDER ENGAGEMENT: WALKING, WHEELING AND CYCLING

3.6.1. The LCWIP has been informed by three stakeholder engagement workshops.

#### WORKSHOP 1 – ISSUES AND OPPORTUNITIES

3.6.2. The first took place on 26<sup>th</sup> May 2021 and focused on identifying existing issues & opportunities for cycling within the study area. The stakeholders were asked to consider the following questions:

##### Discussion A

- What is the condition of the current cycling provision?
- What are the barriers to cycling?
- Has there been any feedback from the public?
- Are there any known accident hot spots?

##### Discussion B

- Are there any existing schemes that the LCWIP should be aware of?

##### Discussion C

- Do you have any emerging ideas for cycling schemes?

3.6.3. The answers to the questions listed above were recorded in real time using a visual collaboration platform known as Miro. This enabled stakeholders to add specific place-related comments to a map background, as shown in Figure 3.6. Some of the comments relating to the city centre included a belief that the quantity of through traffic using Market Place is excessive; a desire for a north-south route that avoids Firby Lane; and a recommendation relating to closing Minster Road to trial a low traffic neighbourhood. The issues raised included narrow footways, steep gradients, dominance of parking and lack of visual amenity.

3.6.4. At the end of the workshop the stakeholders were asked to provide any further comments or information that would be useful in the development of the LCWIP by 11<sup>th</sup> June.

#### WORKSHOP 2 – REVIEWING THE DRAFT LCWIP NETWORK PLANS

3.6.5. The second workshop was held on 1<sup>st</sup> July 2021 and provided an opportunity to present the draft cycling network, considering key trip origins and destinations.

3.6.6. Representatives of the following organisations either attended the workshop or provided comments via email afterwards:

- Harrogate Borough Council;
- Bauman Lyons Architects;
- Disability Forum;
- Cycle Action;
- Sustrans;
- North Yorkshire Council;
- National Trust; and
- the British Horse Society.

3.6.7. Following the session, stakeholders were asked to provide their answers to the following questions by 16<sup>th</sup> July:

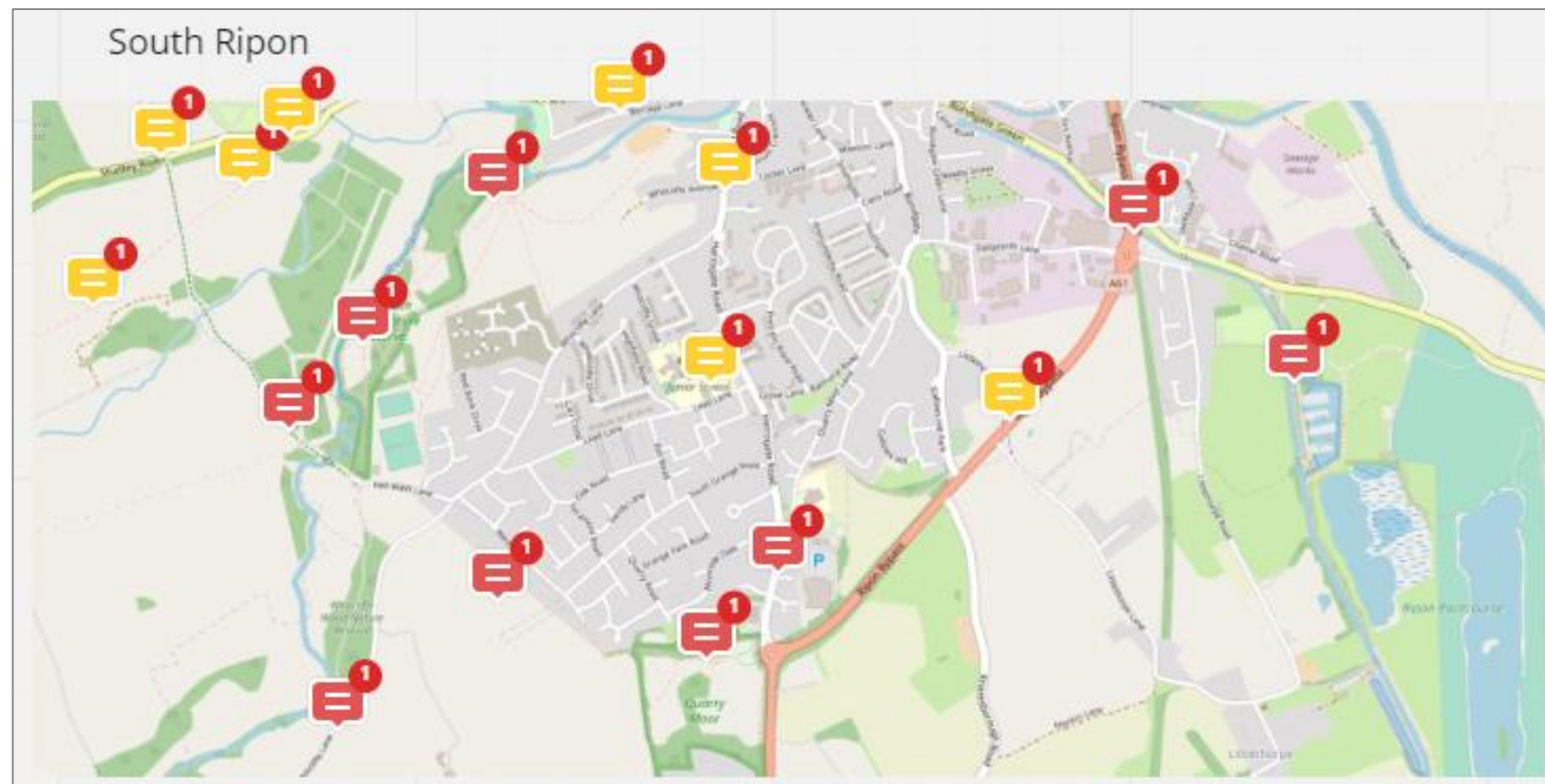
- Have we connected the correct parts of Ripon?
- Would you suggest any alternative routing options?
- Are there any cycling issues that we should be aware of?
- What routes or areas would you like to prioritise?

3.6.8. The comments were collated in a spreadsheet and used to update the network plan. Recommendations included adding a link between Water Skellgate and Williamson Drive; re-categorising Magdalen’s Road as a primary cycle route; and showing the footpath between Straw House Farm and North Lees as a leisure route due to a Definitive Map Modification Order application for conversion to bridleway status.

#### RIPON RENEWAL (2035) ‘PLACESHAPER WORKSHOP’

3.6.9. The LCWIP team attended a ‘PlaceShaper’ workshop on 7<sup>th</sup> July 2021 connected to the development of a draft masterplan for the City Centre. One topic of discussion focused on making the Market Place more welcoming to increase dwell time. The ideas included reducing vehicular traffic, adding more seating, improving signage, enhancing greenery, providing shelter from the elements, encouraging eating / drinking outlets, and hosting cultural events such as festivals.

Figure 3.6. Screenshot from Miro





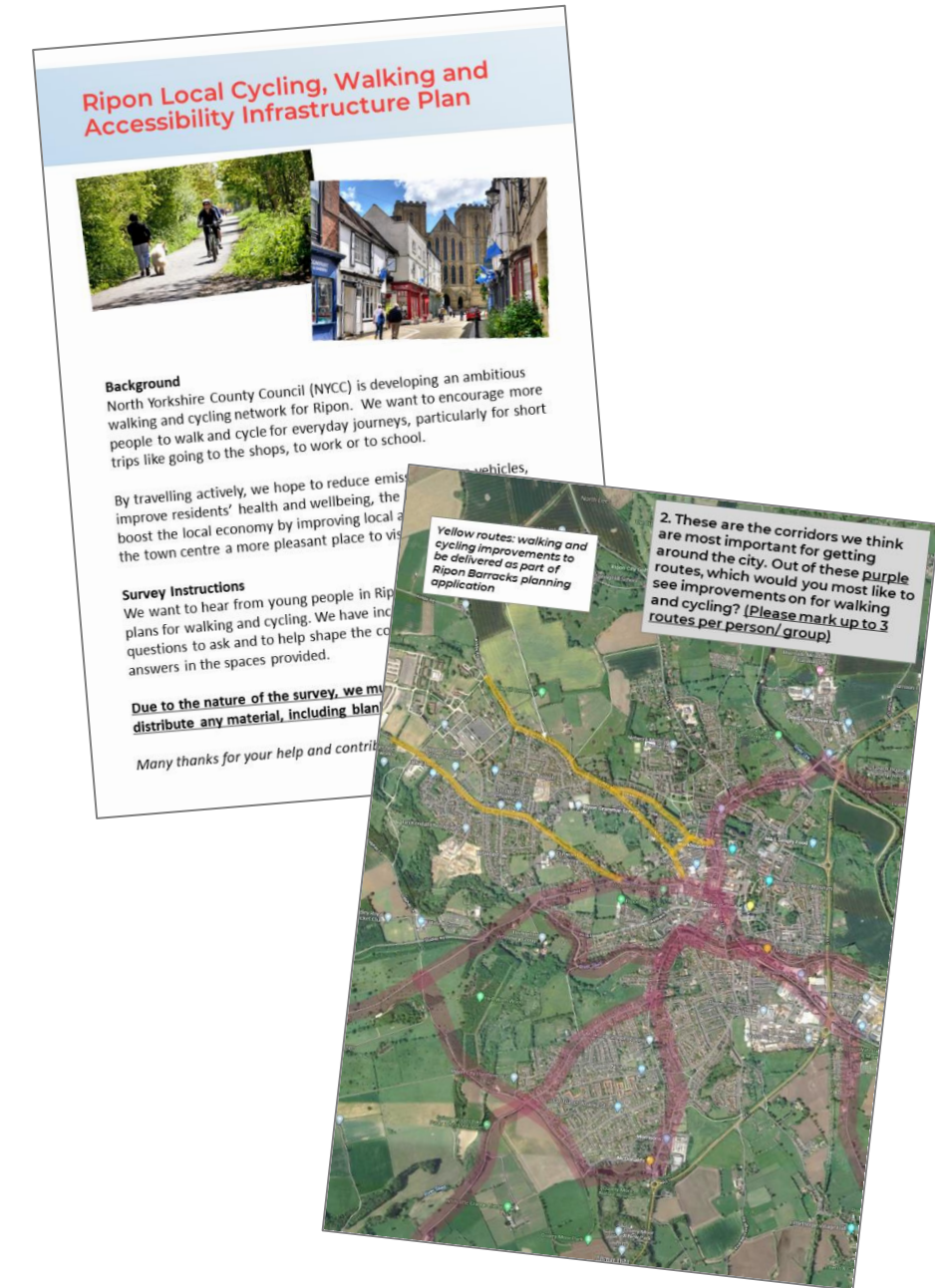
### WORKSHOP 3 – DEVELOPING PRIORITY SCHEMES

- 3.6.10. A third workshop was arranged for 11<sup>th</sup> November 2021 to present ‘concept’ plans for the following seven schemes:
- Scheme 1: Ripon City Centre to Fountains Abbey;
  - Scheme 2: Ripon City Centre to West Lane Corridor;
  - Scheme 3: Ripon City Centre to Newby Hall;
  - Scheme 4: Clothholme Road / Kirby Road Corridor;
  - Scheme 5: Church Lane & Trinity Lane;
  - Scheme 6: North Street; and
  - Scheme 7: River Skell Path.
- 3.6.11. The feedback was collated and reviewed to finalise the proposals so that cost estimates could be developed in advance of economic analysis and prioritisation.
- 3.6.12. Representatives of the following organisations either attended the workshop or provided comments via email afterwards:
- North Yorkshire Council – Transport Planning;
  - North Yorkshire Council – Highways;
  - North Yorkshire Council – Development Control
  - North Yorkshire Council – Public Rights of Way;
  - North Yorkshire Council – Public Management;
  - Harrogate Borough Council – Economy & Transport;
  - Sustrans;
  - British Horse Society;
  - Ripon Disability forum; and
  - Harrogate District Cycle Action.

### RIPON YOUTH ENGAGEMENT

- 3.6.13. The LCWIP team developed a survey to capture the views of young people associated with Ripon Youth. The survey was carried out by members of the Ripon Youth team at education sites in Ripon in February 2022.
- 3.6.14. Respondents were asked to give their views on their experiences of travelling around in Ripon, where the existing barriers were and what sort of infrastructure they would like to see in the City that would encourage them to travel actively: The remaining questions were as follows:
- How do you mainly travel around Ripon for most of your journeys?
  - How do you want to travel in the future for most of your journeys around Ripon, in 5-10 years’ time for instance?
  - Do you currently feel safe travelling around Ripon (not including when travelling by car)? If not, why not?
  - In terms of walking & wheeling, what sort of improvements would you like to see? What would make you walk / wheel more? (With accompanying page of imagery showing examples of streetscape improvements)
  - In terms of cycling, what sort of improvements would you like to see? What would make you cycle more? (With accompanying page of imagery showing examples of streetscape improvements)
- 3.6.15. A satellite image was provided amongst the survey materials which highlighted corridors considered to be the most important for getting around the city. Respondents were asked to identify the route they’d most like to see improvements on for walking and cycling. The most commonly recorded answers were:
- North St
  - River Skell path
  - Town centre access from the south
  - Ripon city centre to Fountains Abbey Via Whitcliffe Ln and Hell Wath Ln
  - Ripon city centre to West Lane
- 3.6.16. Further comments received focussed on infrastructure to improve safety and provision, particularly for those on foot.

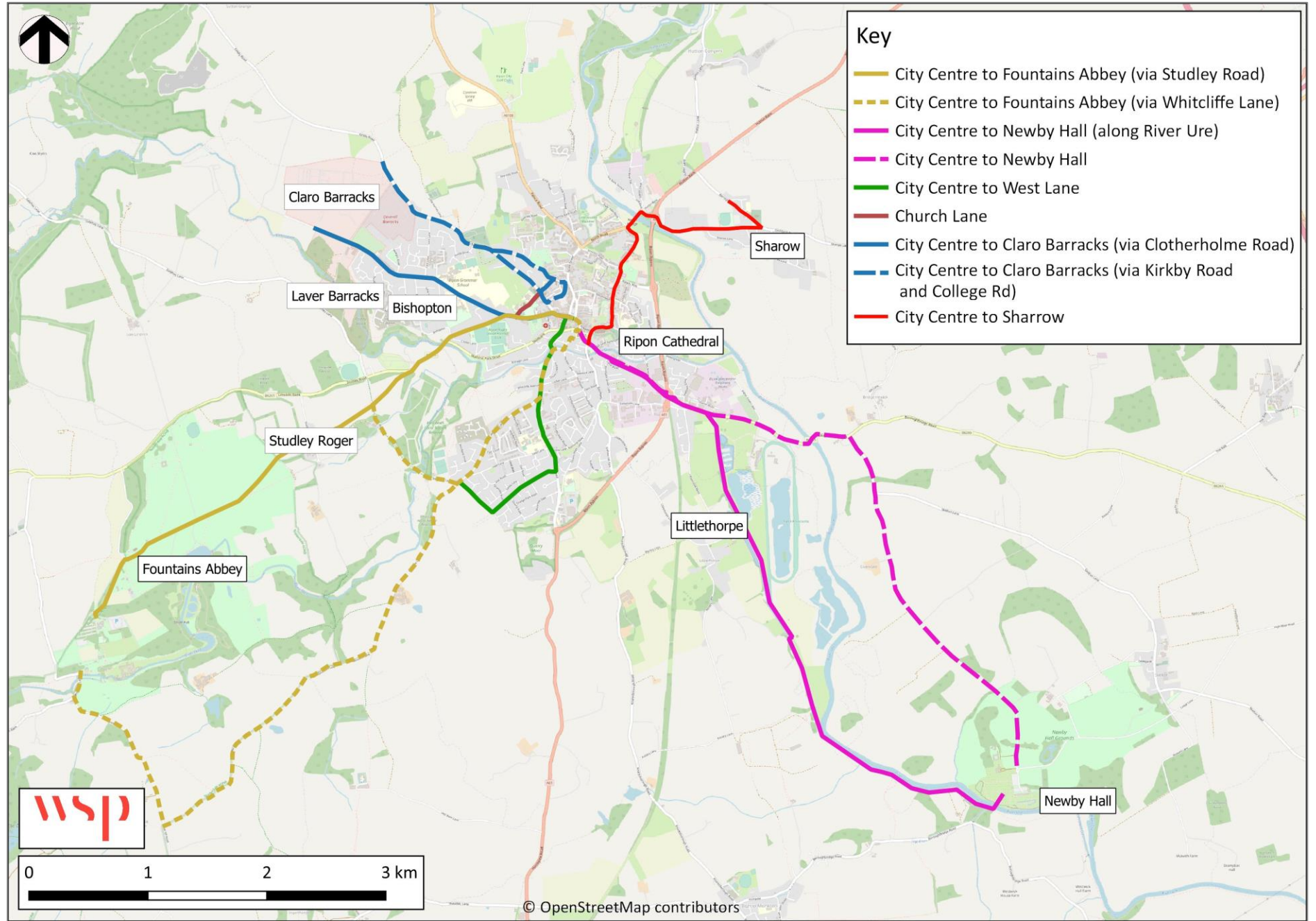
Figure 3.7. Ripon Youth Survey Materials



### 3.7 PRIORITY CYCLING NETWORK PLAN

- 3.7.1. Following the three stakeholder engagement workshops, a priority cycling network plan was agreed and approved by the Ripon LCWIP Project Delivery Group. This plan is presented in Figure 3.8, with a high-resolution image included in Appendix A.
- 3.7.2. The priority cycling network has been designed to prioritise connectivity for commuting and leisure, with the aim of increasing active travel to reduce car journeys. The network presented provides key connections in and around Ripon, recognising that it is not possible to connect everywhere, but focussing on the routes with the greatest potential volumes of pedestrians and cyclists.
- 3.7.3. The priority cycling network provides connectivity from residential areas in Ripon to key destinations such as educational establishments, shops, community hubs, and green spaces with a focus on links to visitor attractions such as Fountains Abbey, Newby Hall, and Ripon City Centre.
- 3.7.4. The proposed improvements include junction and crossing enhancements for pedestrians and cyclists; the development of traffic-free shared-use and segregated paths; the creation of a low traffic neighbourhood; and upgrades to footways.
- 3.7.5. The combination of new cycling routes and improvements to existing routes, alongside existing provision, will provide a coherent, direct, safe, comfortable, and attractive cycle network for Ripon.
- 3.7.6. The routes have been developed considering updated guidance on Cycle Infrastructure Design. The new standards of design are much higher than in the past and look to include cycle provision that is physically protected from traffic, as well as the separation of pedestrians and cyclists on main routes.

Figure 3.8. Priority Cycling Network Plan



### 3.9 LIST OF IMPROVEMENTS: CYCLING

3.9.1. The Priority Network Plan has been subdivided into 12 distinct improvements. While it is the intention of the LCWIP to deliver the entirety of the network, this will be subject to the availability of suitable funding opportunities. This may result in phasing or combining the delivery of improvements where necessary.

3.9.2. Table 3.1 lists each of the priority improvements identified, detailing:

- Route description – explanation of the proposal;
- Route type – infrastructure type proposed; and
- Total Cost – estimated costs including indirect costs.

#### IMPROVEMENT TYPES

3.9.3. It should be noted that the improvement descriptions and type provide an indication of the type of improvement that it may be possible to deliver on each route based on the opportunities and constraints present. However, this is subject to further design work, engagement, and consultation to determine the best improvement that can be delivered in each location.

3.9.4. The implementation of improvements is also subject to the securing of sufficient funding.

#### IMPROVEMENT COSTS

3.9.5. The cost estimates presented here are ‘total costs’. These are developed through ‘direct’ and ‘indirect’ costs’.

3.9.6. Indicative cost estimates for each improvement have been initially developed based on individual unit and per metre costs. These are referred to as the ‘direct costs’ (i.e. the actual cost of construction materials).

3.9.7. The improvements are currently at a very early stage of development and may change as the designs are developed further; this is recognised through the application of ‘indirect costs’, which are typical percentages applied to the base cost to represent the costs of scheme delivery, contingencies and less tangible costs.

3.9.8. Key costing assumptions applied include:

- Work by Statutory undertakers and others: 20%;
- Preliminary work, traffic management, overheads, and profits: 45%;
- Surveys, investigations, design, procurement, supervision, management, and liaison: 20%;

- Risk and contingency: 30%; and
- Inflation: 0.5%.

3.9.9. Costs are presented as 2023 Q1 prices and should be adjusted for inflation once the delivery timescales are confirmed.

**Table 3.1. Long List of Cycling Improvements**

ID	Improvement Name	Improvement Description	Improvement Type	Total Cost (£) (inc Indirect costs)
1a	Ripon City Centre to Fountains Abbey via Studley Road (Section 1: Market Place to Holiday Park)	Contraflow for cyclists on Westgate; junction / crossing upgrades at Blossomgate / Park Street, Clotherholme Road / Studley Road & Studley Road / B6265 Mallorie Park Drive; extend 20mph speed limit and traffic calming along Park Street to Clotherholme Rd; widen northern footway to create shared-use path on Studley Road; provide crossing on Studley Road to link Holiday Park to PRow.	New shared-use path and upgrades to junctions & crossings (permanent)	£5.60M
1a	Ripon City Centre to Fountains Abbey via Studley Road (section 2: Holiday Park to Studley Roger)	Widen existing PRow to create traffic-free shared-use path from Studley Road at the Holiday Park to Studley Roger. Reclassify status from footpath to bridleway or permissive cycle track.	New shared-use path and upgrade to crossing (permanent)	
1a	Ripon City Centre to Fountains Abbey via Studley Road (section 3: Studley Roger to Fountains Abbey)	Create passing points next to the carriageway through Studley Park. Widen the bridleway adjacent to Abbey Road.		
1b	Ripon City Centre to Fountains Abbey via Whitcliffe Lane (section 1: Market Place to Whitcliffe Lane)	Amend the signals at the junctions of Westgate / Market Place S / High Skellgate and Somerset Row / Water Skellgate / Low Skellgate / High Skellgate; contraflow for cyclists on High Skellgate, Kirkgate and Duck Hill; traffic calming on Kirkgate, Williamson Drive, Barefoot St & Harrogate Rd; relocate the crossing on Water Skellgate and convert to a toucan; continuous footways on Williamson Drive and over Low Skellgate Close; raised table and / or controlled crossing at the junction of Borrage Lane / Low Skellgate.	New section of segregated path and shared-use path; upgrades to crossings; Low Traffic Neighbourhood (permanent)	£5.62M
1b	Ripon City Centre to Fountains Abbey via Whitcliffe Lane (section 2: Whitcliffe Lane between Harrogate Road and Whitcliffe Hall)	Remodelling of Whitcliffe Lane / Harrogate Rd junction; traffic calming measures on Whitcliffe Lane with continuous footways at side roads; create Low Traffic Neighbourhood or Home Zone; install raised table at junctions of Lead Lane / Whitcliffe Lane & Hell Wath Lane / West Lane / Whitcliffe Lane; step-free bridge over the River Skell; reclassify the status of the PRow from footpath to bridleway; widen and improve Hell Wath Lane.		
1b	Ripon City Centre to Fountains Abbey via Whitcliffe Lane (section 3: Whitcliffe Lane between Whitcliffe Hall and Fountains Abbey)	Resurface and install passing points on Whitcliffe Lane.		
2	Ripon City Centre to West Lane	Remodel the junction of Harrogate Road / Whitcliffe Lane; shared-use path on western side of Harrogate Road and segregation of cyclists at the bus stop; raised table at the junction of Harrogate Road / S Grange Road; traffic calming, 20mph limit and continuous footways along S Grange Road and West Lane.	New shared-use and segregated path (permanent)	£3.77M
3a, 3b	Ripon City Centre to Newby Hall (section 1: Bedern Bank to Boroughbridge Road)	Option 1: remodel the A61 / Boroughbridge Road and B6265 / King St / Bedern Bank roundabouts. Segregated track on Bondgate Green. Option 3: traffic-free shared-use path alongside the canal, beneath the bypass, to avoid the crossing of the A61 Ripon Bypass by NCN688 at Littlethorpe Lane.	Segregated on-road path or traffic calming / streetscape improvements or traffic-free shared-use path; upgrade to crossing (permanent)	£8.03M (3a) £8.56M (3b)
3a	Ripon City Centre to Newby Hall (section 2: Boroughbridge Road to Skelton Lane)	Shared-use path on southern side of Boroughbridge Road with land acquisition required to rectify pinch point; signalise the bridge over the River Ure. Add passing points and cycling contraflow to the road leading to Newby Hall; shared-use path into Newby Hall grounds.	Traffic-free shared-use path or shared-use path (permanent)	
3b	Ripon City Centre to Newby Hall (section 2: Boroughbridge Road to Newby Hall)	Path widening and resurfacing; active travel bridge over River Ure into Newby Hall grounds.	Traffic-free shared-use path	

4a	Ripon City Centre to Claro Barracks (via Clotherholme Road)	A proposed development as part of the Barracks site, cyclists on carriageway with chicanes and raised tables across key junctions and side road entries.	On-road cycling with traffic calming.	£0.5M - £1.5M
4b	Ripon City Centre to Claro Barracks (via Kirkby Road and College Rd)	Another proposed development as part of the Barracks site, a short section of bi-directional cycle track connects Chatham Rd and Barracks site entry; Cyclists on-carriageway thereafter, with traffic calming and chicanes to College Rd, followed by introduction of new one-way system. Cyclists on-carriageway southbound on College Rd and northbound on Kirkby Rd (via Church Ln)	Segregated off road path; on-road cycling with traffic calming.	£0.55M
5	Church Ln	Widened northern footway to create a shared-use path adjacent to school. Will require removal of some on-street parking. Introduction of new crossing points to improve access to Spa Park.	Segregated off road path.	£0.67M
9	Ripon City Centre to Sharrow (section 1: Beden Bank to Rotary Way)	(Adjoin 3a and roundabout improvements); enhanced road surface aligned with emerging draft masterplan - Ripon Renewal 2035 proposals on Minster Rd; two-way track on east side of carriageway on St Marygate; speed restrictions and traffic calming on Stonebridgegate.	Segregated on-road path or traffic calming / streetscape improvements or traffic-free shared-use path; upgrade to crossing (permanent) Shared-use path and enhancements to crossings (permanent)	£5.12M
9	Ripon City Centre to Sharrow (section 2: Rotary Way to Sharrow Primary School)	New crossing points on North Road and widened shared use path on bridge over River Ure; junction remodelling on A6108/ Ure Bank roundabout to introduce new crossing points; existing path under A61 widened and resurfaced; new shared use path on existing verge or access road on south side of carriageway on Sharrow Ln; junction improvements and new crossing onto Berrygate Ln.		

### 3.10 ESTABLISHING CYCLING INFRASTRUCTURE IMPROVEMENT

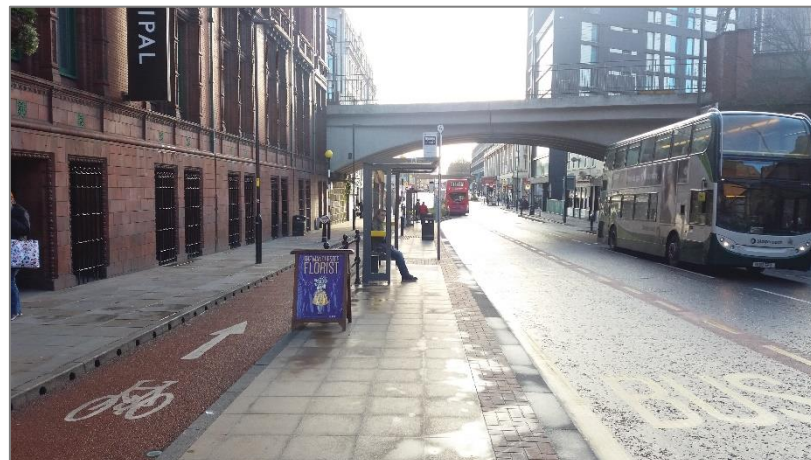
- 3.10.1. The Priority Cycle Network broadly identifies the types of improvements that could be implemented. These have been considered in accordance with Local Transport Note (LTN) 1/20: Cycle Infrastructure Design, which represents a significant national shift in how cyclists are perceived and provided for.
- 3.10.2. LTN 1/20 is based around five overarching design principles and 22 summary principles that encompass the essential requirements to achieve more people travelling by foot or cycle for more of their trips.
- 3.10.3. The five core design principles are that cycle routes and networks must be:
  - Coherent;
  - Direct;
  - Safe;
  - Comfortable; and
  - Attractive.
- 3.10.4. The principles are based on international and UK best practice and address the factors that determine whether people choose to cycle for a range of trip purposes.
- 3.10.5. LTN 1/20 sets out an overarching preference for segregation for cyclists from other users, recognising that bicycles have very different requirements from both motor vehicles and pedestrians. How this segregation is achieved considers factors such as traffic volume and speed, as well as the character of the street.
- 3.10.6. The improvements included within the LCWIP could include:

#### NEW ON-HIGHWAY SEGREGATED CYCLEWAY

##### Segregated Cycleway

- 3.10.7. A fully segregated cycle track usually runs at carriageway level, with a buffer between the track and the carriageway as well as the footway. The route may be next to, or sometimes completely away from the carriageway. A fully segregated track will generally offer the greatest level of service for cyclists, although they are also the most expensive option and can require significant changes to the highway to incorporate.

**Figure 3.9. Segregated cycleway (carriageway height)**



##### Stepped Cycle Track

- 3.10.8. Stepped cycle tracks run at an intermediate height between the carriageway and the footway, directly adjacent to the carriageway. Although more space efficient than a fully segregated cycleway, a stepped cycle track does not offer the same level of safety and are therefore unsuitable for high-speed roads.

**Figure 3.10. Stepped cycle track (intermediate height)**



#### NEW OFF-ROAD CYCLEWAY (GREENWAYS, RURAL ROUTES)

##### Shared use path

- 3.10.9. A footway converted to legally permit cycling. Can also refer to other places where cyclists and pedestrians are unsegregated, such as a bridleway or Vehicle Restricted Area. Shared use paths are generally unsuitable except where

pedestrian flows are very low, as they can result in actual and perceived safety issues for both users. They are therefore most suitable for greenways, PROWs which permit cycling, or rural or suburban connections where there fewer numbers of few people travelling on foot.

**Figure 3.11. Greenway (segregated cycle / pedestrian facilities)**



#### UPGRADES TO EXISTING FACILITIES

**Figure 3-1 - Light segregation in use in Otley**



##### Light segregation

- 3.10.10. Vertical infrastructure that can be placed within existing traffic lanes (including cycle lanes) to convert them to protected space. They are easy to install and comparatively cheap and can be used to trial a new cycle path. Cyclists can leave the path easily, but vehicles are prevented from entering. However, light segregation provides only limited protection

from motor traffic, with other solutions providing a greater feeling of safety.

#### Contraflow cycle route

3.10.11. Contraflow cycle lanes are an easy and low-cost way of increasing an areas permeability to cycles, by permitting cycling on one-way streets. Contraflow lanes can take the form of physical segregation such as stepped cycle tracks, wands, planters, or parking protected, or can be unsegregated.

#### Modal filter / Low Traffic Neighbourhood

3.10.12. Removing through traffic can enable cycling in mixed traffic streets by lowering traffic volumes. Encouraging traffic to use main roads can provide benefits for pedestrians and residents as well as enabling cycling. A modal filter typically consists of a bollard, planter, or other barrier that allows pedestrians, cyclists, and occasionally public transport to pass, but not other motor traffic. Low traffic neighbourhoods (LTNs) often deploy modal filters to reduce the volume of motor traffic through an area.

Figure 3.12. Modal filter / LTN



#### 20mph limits/zones and traffic calming

3.10.13. Traffic calming includes features that physically or psychologically slow traffic. 20mph limits refers to 20mph areas enforced by signs only. 20mph zones refers to 20mph enforced by signs and traffic calming.

#### NEW ROAD CROSSINGS

##### Continuous footway/cycleway crossing

3.10.14. A method of giving people walking & wheeling and cycling priority over motor vehicle movements at side junctions. The footway and / or cycleway material continues across the junction, giving a strong visual priority. There are a number of

different ways to achieve this depending on the characteristics of the location.

#### Parallel / Tiger crossing

3.10.15. A parallel crossing is similar to a traditional zebra crossing, but with a cycle crossing provided alongside. Drivers must give way to cyclists and pedestrians using the crossing. As with traditional zebra crossings, parallel crossings can be divided into two parts with a central refuge to improve the ease of use.

Figure 3.13. Parallel 'Tiger' crossing



#### Signalised Parallel / Toucan Crossing

3.10.16. Signal controlled cycle facilities hold the flow of general traffic to allow cyclists to cross the carriageway. These are usually appropriate where vehicle flows, and speeds are higher. Toucan crossings should be avoided and only used where it is necessary to provide a shared facility. Instead, dedicated cycle crossings should be used, and a pedestrian crossing used alongside if necessary

#### NEW JUNCTIONS

3.10.17. Providing separation between conflicting streams of traffic (including pedestrians and cyclists) is essential to improve road safety as junctions are where most conflicts occur. Junctions are often the most hazardous and intimidating parts of a journey for cyclists, and a junction that does not provide safe facilities may be the reason people will not use the remainder of the route.

#### Cyclops Junction

3.10.18. The best UK example of segregated junctions are Manchester's CYCLOPS junctions (Cycle Optimised Protected Signals). CYCLOPS junctions are equipped with cycle tracks on each arm of the junction, with signalised pedestrian crossings provided inside the cycle track.

Figure 3.14. CYCLOPS signalised junction



#### 'Dutch' Roundabout

3.10.19. Segregated roundabouts use parallel crossings on each arm of the roundabout to separate pedestrians, cyclists, and vehicles. On entering the roundabout vehicles must give way to pedestrians and cyclists circulating the roundabout. These roundabouts can take on two forms: 'Dutch style' roundabouts with a tight junction geometry lowering vehicle entry/exit speeds and improving their line of sight, and parallel crossing points on traditional roundabouts.

**Figure 3.15. 'Dutch' Roundabout (Cambridge)**



**PROVISION OF SECURE CYCLE PARKING FACILITIES**

**Cycle Stands and Hubs**

3.10.20. Cycle parking should be carefully considered against the type of expected user, the duration of their stay, and the need for enhanced security. While Sheffield stands can be sufficient for short stay parking needs, such as local shops or in the town centre, it will seldom meet the needs of longer stay commuters, who will require facilities that are at least covered and well overlooked, if not fully secure lockable facilities. High quality cycle hubs should be considered at strategic locations, such as schools or transport interchanges.

**Figure 3.16. Secure cycle hub (Manchester)**





## 4 STAGE 4: NETWORK PLANNING FOR WALKING & WHEELING

### 4.1 INTRODUCTION

- 4.1.1. Active travel involves a wide range of mobilities other than cycling, broadly described as walking and wheeling. In the context of walking, this includes and foot/pedestrian-based mobility that may incorporate the support of aids to mobility. Wheeling can include wheeled mobilities such as powered wheelchairs and mobility scooters.
- 4.1.2. Most roads in Ripon have footways for people walking & wheeling, with minimum footway provision having been a core part of design guidance and scheme delivery for many decades. However, there is still a need to continuously improve conditions for walking, including footway provision where it does not currently exist, helping to unlock increased walking & wheeling rates within Ripon.
- 4.1.3. As set out in this section, key improvements for walking & wheeling have been identified within the core town centre areas, which are recognised to need investment and regeneration.

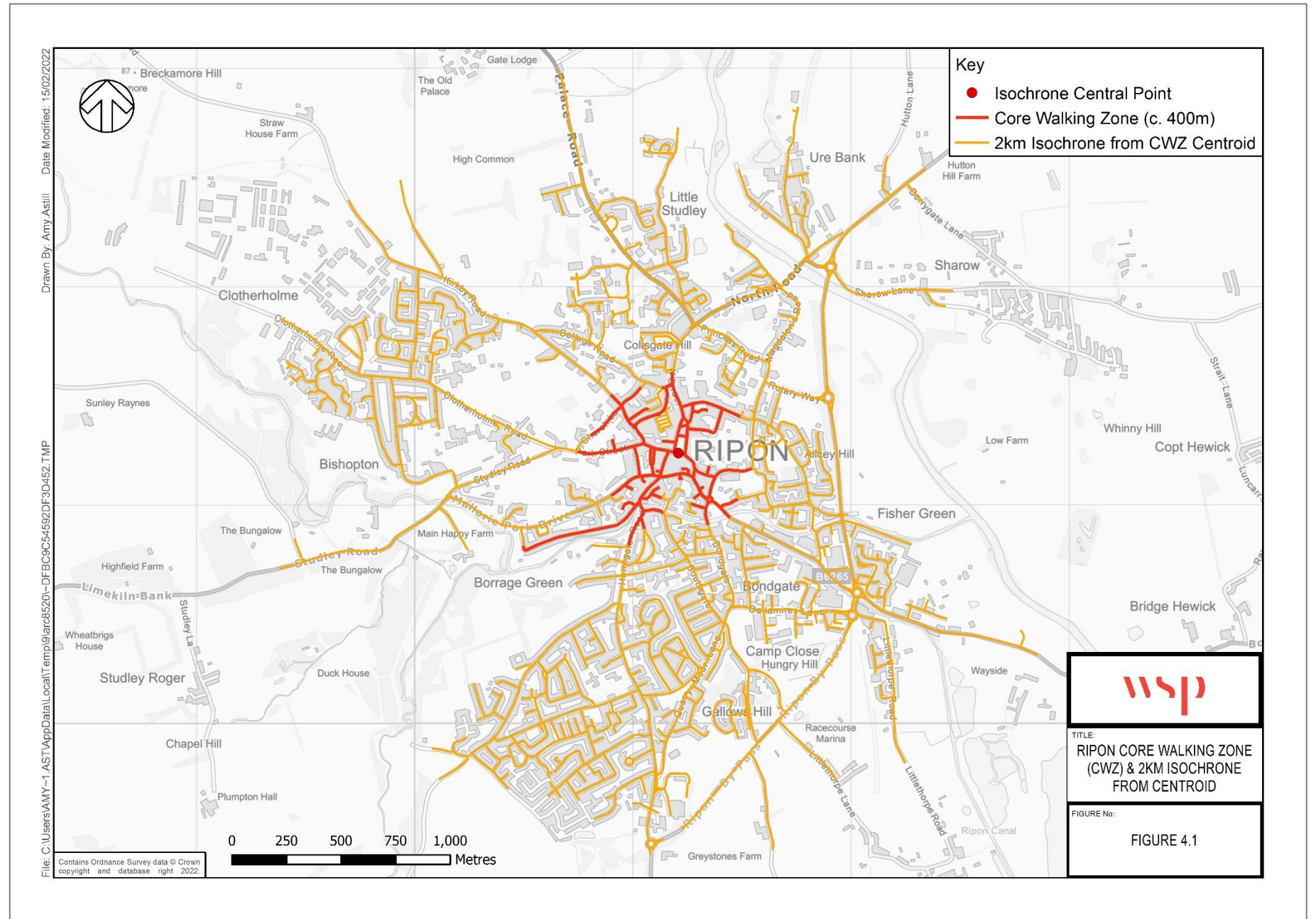
### 4.2 CURRENT & FUTURE ORIGINS AND DESTINATIONS

- 4.2.1. The LCWIP technical guidance notes that identifying demand for a planned walking & wheeling network should start by mapping the main origin and destination points which are shown in Figure 4.1.

### 4.3 IDENTIFYING CORE WALKING ZONES

- 4.3.1. The next stage of the LCWIP process is to identify Core Walking Zones (CWZs), normally consisting of walking & wheeling trip generators that are located close together – such as town centres or business parks. An approximate five-minute walking distance of 400m is used as a guide to the minimum extents of the Core Walking Zones.
- 4.3.2. Following the identification of the CWZ, key walking & wheeling routes to the zone were identified based on a 2km isochrone from the centroid of the CWZ, considered to be the maximum desirable walking distance.

Figure 4.1. Ripon Core Walking Zone (CWZ)

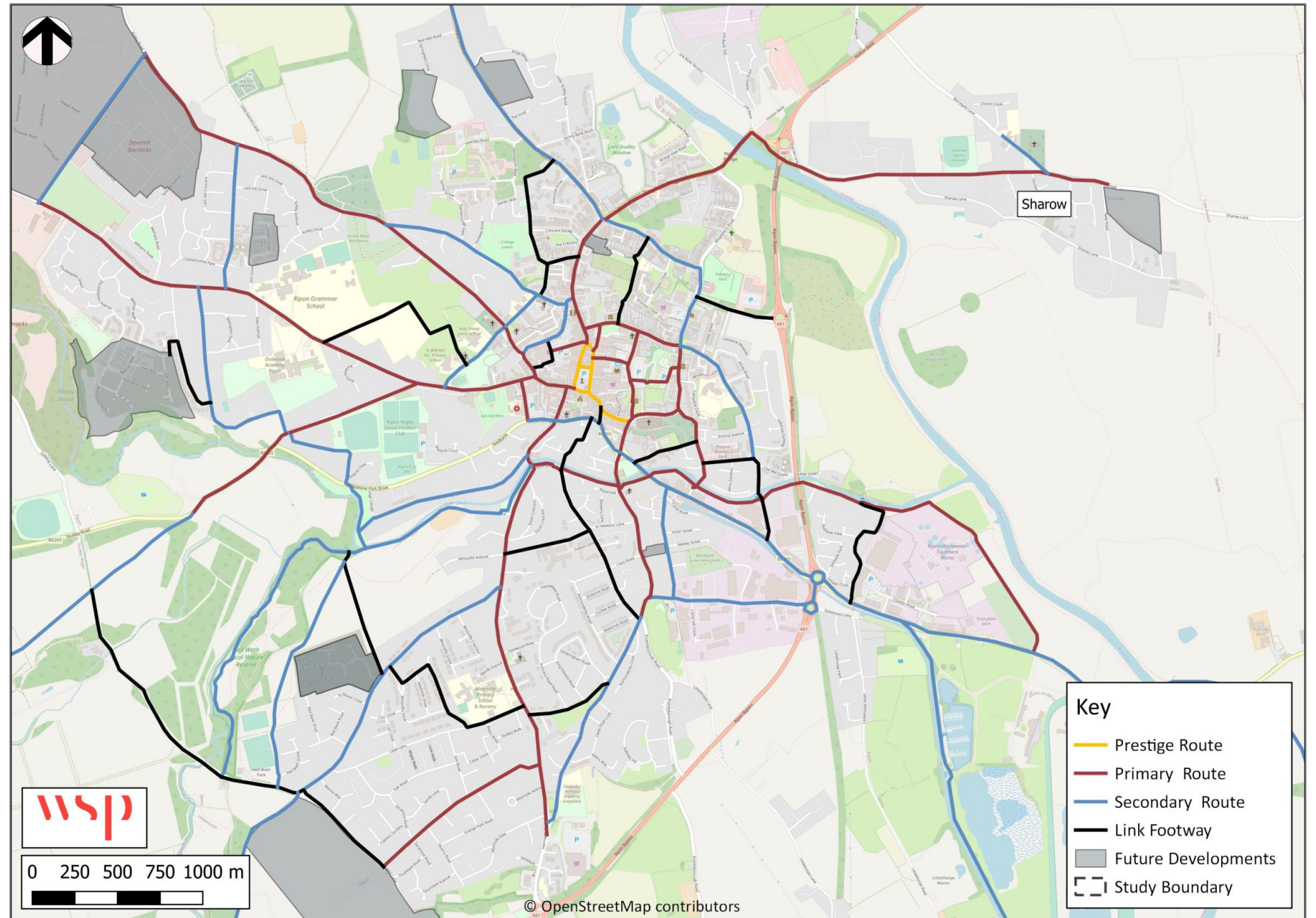


## 4.4 PRODUCING THE DRAFT WALKING & WHEELING NETWORK

- 4.4.1. The routes that could serve the CWZs, as identified by the 2km walking isochrones, must then be rationalised to produce a walking & wheeling network map.
- 4.4.2. The first step to doing so is to map out the main walking & wheeling routes, which are those routes identified by the 2km isochrones that most closely follow the desire lines identified through the development of the cycling network, as presented in Section 3. These routes often overlap as a single street can serve multiple CWZs, creating longer corridors used for multiple trip purposes.
- 4.4.3. The next step is to identify those additional routes that can support the main routes and provide a comprehensive network. Given the subtle choices that lead to people determining where to walk and the freedom offered to pedestrians in comparison with vehicles, the determination of these lesser-used routes is done in conjunction with stakeholders and supplemented by local knowledge.
- 4.4.4. Additional links were therefore identified using the information gathered during the stakeholder workshop. Stakeholders identified schools, workplaces, leisure, and retail sites as some of the most important destinations which should be included within the walking & wheeling network. The Draft Walking & wheeling Network was refined and then agreed with the Project Delivery Group.
- 4.4.5. The importance of each link and route needs to be understood in terms of their overall significance in the network – this will largely relate to the numbers of pedestrians that each will cater for in the future. The following hierarchy was therefore applied to the links in the network:
- Prestige Walking & wheeling Routes: Very busy areas of towns and cities, with high public space and street scene contribution;
  - Primary Walking & wheeling Routes: Busy urban shopping and business areas, and main pedestrian routes;
  - Secondary Walking & wheeling Routes: Medium usage routes through local areas feeding into primary routes, local shopping centres, etc;
  - Link Footways: Linking local access footways through urban areas and busy rural footways.

- 4.4.6. Additionally, a 'town centre core is identified'; this is defined as a broad area where the number of existing and aspirational ODs indicate a requirement for such a level of permeability that identifying a single route is not practicable.
- 4.4.7. The resultant draft Walking & wheeling Network Map is shown in Figure 4.2, with a high-resolution image included in Appendix A.

**Figure 4.2. Draft Walking & Wheeling Network Map**



## 4.5 IDENTIFYING WALKING & WHEELING PRIORITIES

4.5.1. The entirety of the draft Walking & wheeling Network Map should ideally be audited to identify where improvements might be required to enable more people to walk to where they want to go. However, given the size and complexity of the draft network, this would be a significant undertaking and therefore priority routes need to be identified in the first instance.

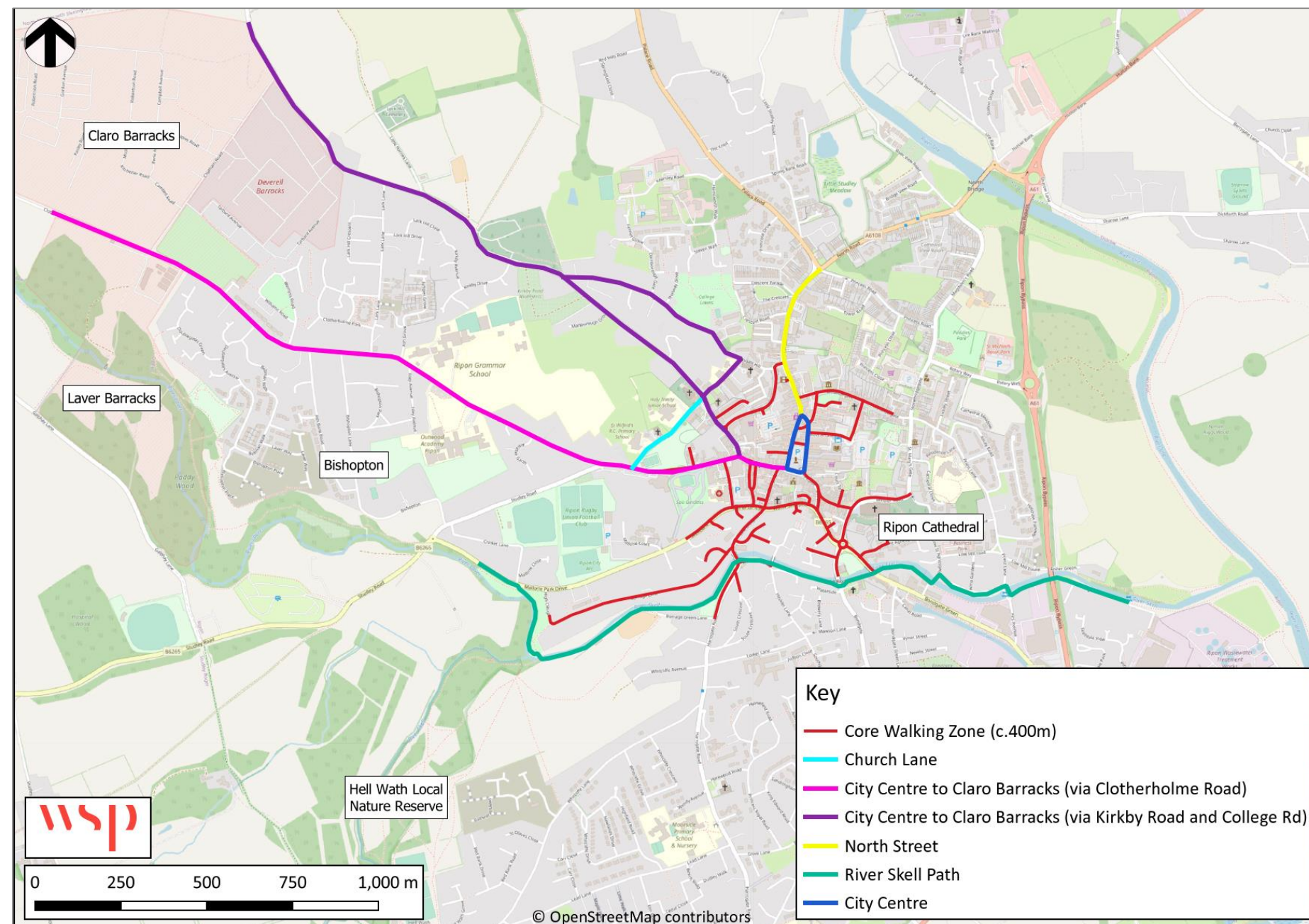
4.5.2. Initially, a prioritisation exercise has been undertaken to identify which routes should be immediately considered for potential improvements.

4.5.3. The Primary Walking & wheeling Routes leading to Ripon CWZ were identified from the draft Walking & wheeling Network Map. These routes are identified as:

Ref	Corridor
1	Church Lane
2	City Centre to Claro Barracks (via Clothierholme Road)
3	City Centre to Claro Barracks (via Kirkby Rd and College Road)
5	North Street
6	River Skell Path
7	City Centre

4.5.4. The Ripon Priority Walking & wheeling Network Map therefore consists of the Ripon CWZ and the six Primary Walking & wheeling Routes identified above; this is illustrated in Figure 4.3, with a high-resolution image included in Appendix A.

Figure 4.3. Priority Walking & Wheeling Map



## 4.6 AUDITING KEY WALKING & WHEELING ROUTES AND CORE ZONES

- 4.6.1. The next step in the process is to audit the existing walking & wheeling infrastructure to determine where improvements are needed. Route audits were carried out using the principles of the DfT Walking Route Audit Tool (WRAT). The auditing methodology focuses on five core design outcomes for walking & wheeling infrastructure:
- Attractiveness;
    - Comfort;
    - Directness;
    - Safety; and
    - Coherence.
- 4.6.2. The assessment particularly considers the needs of vulnerable users who may be elderly, visually impaired, mobility impaired, hearing impaired, with learning difficulties, buggy users, or children to ensure that any proposed schemes comply with the Equality Act 2010.
- 4.6.3. The audit process assigned a 'Red, Amber, Green' (RAG) rating to each of the five core design outcomes, identifying where issues were present, and therefore what intervention might be required to overcome these.
- 4.6.4. At this early stage in the design process, the proposals identified sit within a package of seven typical improvements. Where necessary, some bespoke additions have been made, particularly where audited routes fall within other committed or aspirational schemes.
- 4.6.5. These typical interventions are:
- Attractiveness:
    - Maintenance;
    - Increase surveillance; and
    - Place-based interventions (greening, streetscape, seating etc).
  - Comfort
    - Footway widening; and
    - Parking controls.
  - Directness
    - New crossing point on desire line;
    - Improve Junction (widen refuge, improved timings, fewer refuges); and

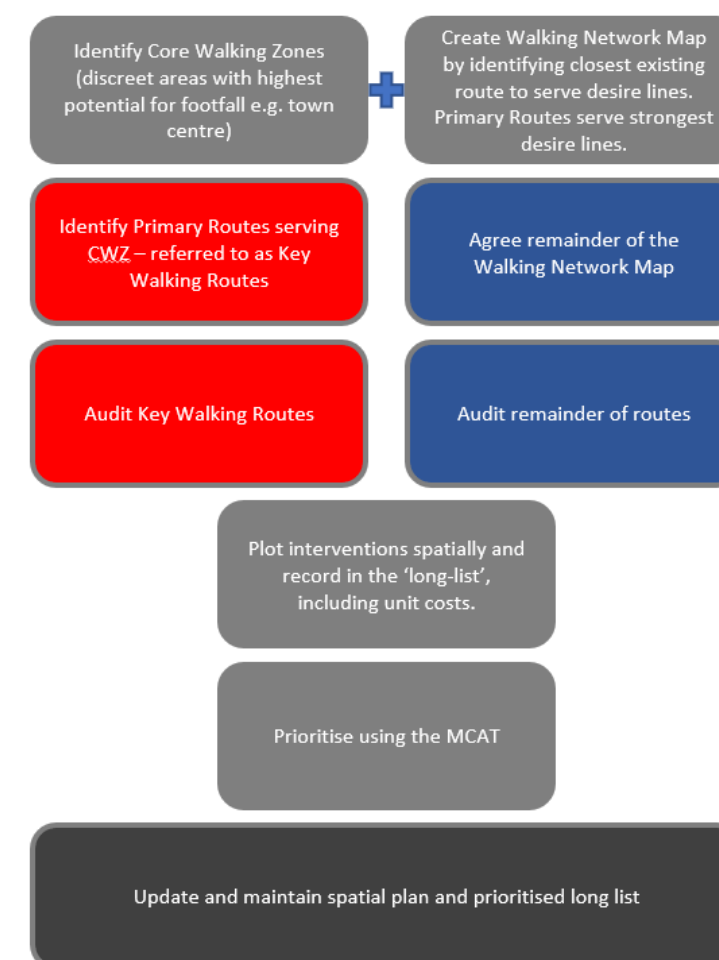
- New access point to buildings / car parks.
- Safety
  - Speed reduction scheme.
- Coherence
  - Drop kerb;
  - Reduced radii;
  - Blended footway; and
  - Wayfinding.

- 4.6.6. The results of the audits have been mapped out on a route-by-route basis (including the Core Walking Zone). A summary of the overall package of interventions (the 'scheme') for each route is provided for the purpose of engagement with key stakeholders and the public.
- 4.6.7. It should be noted that at this stage in the design process (early Concept), these are very high-level recommendations which require significantly more detail to determine the feasibility of the various discreet elements.

## 4.7 AUDITING OF ADDITIONAL ROUTES

- 4.7.1. At this stage in the LCWIP process the Priority Walking & wheeling Network is considerably reduced in comparison with the draft Walking & wheeling Network. Going forward, a more comprehensive long term audit process is anticipated to occur in conjunction with additional stakeholder input which will cover significantly more of the wider draft Walking & wheeling Network Map.
- 4.7.2. Figure 4.4 illustrates the proposed process that will be followed to cover the entirety of the Walking & wheeling Network. The stages highlighted in red are those presented in this LCWIP document, covering the Primary Walking & wheeling Routes associated with the highest priority Core Walking Zone. The stages highlighted in blue are those that will need to be undertaken throughout the lifetime of the LCWIP, auditing and determining appropriate improvements for the remainder of the routes identified in the Walking & wheeling Network Map.

Figure 4.4. Walking & Wheeling Network Map audit process



## 4.8 LIST OF IMPROVEMENTS: WALKING & WHEELING

- 4.8.1. Following the audits of the priority Core Walking Zone and Primary Walking & wheeling Routes, high level summaries of the scheme packages proposed for each zone / route were prepared.
- 4.8.2. The summary of improvements determined for each Primary Walking & wheeling Route and for the Core Walking Zone is presented in Table 4.1. The table also includes the associated RAG rating, based on current conditions, determined through the audit process which has led to the identification of the improvements, as well as estimated costs (including indirect costs).

### SCHEME DESCRIPTION

- 4.8.1. It should be noted that the scheme descriptions provide an indication of the type of improvement that it may be possible to deliver on each route based on the opportunities and constraints present. However, this is subject to further design work, engagement, and consultation to determine the best improvement that can be delivered in each location.
- 4.8.2. The implementation of improvements is also subject to the securing of sufficient funding.

### IMPROVEMENT COSTS

- 4.8.3. The cost estimates presented here are 'total costs'. These are developed through 'direct' and 'uplift' costs'.
- 4.8.4. Indicative cost estimates for each improvement have been initially developed based on individual unit and per metre costs. These are referred to as the 'direct costs' (i.e., the actual cost of construction materials).
- 4.8.5. The improvements are currently at a very early stage of development and may change as the designs are developed further; this is recognised through the application of 'uplift costs', which are typical percentages applied to the base cost to represent unknowns and less tangible costs.
- 4.8.6. Key costing assumptions applied include:
- Work by Statutory undertakers and others: 20%;
  - Preliminary work, traffic management, overheads, and profits: 45%;
  - Surveys, investigations, design, procurement, supervision, management, and liaison: 20%;

- Risk and contingency: 30%; and
- Inflation: 0.5%

- 4.8.7. Costs are presented as 2021 Q1 prices and will need to be adjusted for inflation once the delivery timescales are confirmed.

**Table 4.1. Long List of Walking & Wheeling Improvements**

ID	Improvement Name	Route Assessment (RAG Rating)					Scheme Description	Indicative Cost
		Attractiveness	Comfort	Directness	Safety	Coherence		
4a	City Centre to Claro Barracks (via Clotherholme Road)	Green	Yellow	Green	Green	Yellow	Scheme proposals reflect proposed Barracks site development: raised tables at key junctions to provide improved crossing opportunities and traffic calming;	£0.5m - £1.0M
4b	City Centre to Claro Barracks (via Kirkby Road and College Road)	Yellow	Red	Green	Green	Yellow	Scheme proposals reflect proposed Barracks site development: new 2,0m footway to north of Kirkby Rd connecting Barracks site entry to existing footway on Lark hill; footway widening on lower part of Kirkby Rd, reallocated from road space as part of new one-way system; footway widening on lower part of College Rd, reallocated from road space as part of new one-way system. Footway widening on Trinity Ln	£0.55M
5	Church Lane	Yellow	Red	Green	Green	Yellow	Widened northern footway to create a shared-use path adjacent to school. Will require removal of some on-street parking. Introduction of new crossing points to improve access to Spa Park.	£0.67M
6	North Street	Green	Green	Yellow	Green	Yellow	Widen footways and undertake pedestrian improvements in line with emerging draft masterplan proposals. Increase green man time at the junction with Coltsgate Hill. Install tactile paving on side roads.	£0.28M
7	River Skell Path	Red	Red	Yellow	Yellow	Red	New step-free bridge over the river; widen sections of the path to accommodate shared-use where possible and improve the surfacing; install lighting along the path; install dropped kerbs and tactile paving at crossing points.	£1.00M
8	City Centre	Green	Yellow	Green	Yellow	Yellow	Emerging masterplan proposals include public space improvements in the Market Place, Minster Rd, Kirkgate, Westgate, High Skellgate, Fishergate, Old Market Place, Finkel St, Allhallowgate and North St. Proposals also include wayfinding signage, street furniture, mobility hub and items included in Pedestrian Priority in Ripon City.	£10M - £1M

## 4.9 TYPES OF IMPROVEMENTS

4.9.1. Improvements were developed according to the latest design standards, with key improvement types shown below.

### MAINTENANCE

4.9.2. Where this is highlighted as an issue, the route likely requires immediate maintenance to bring it to standard, and it may be that a longer-term programme of maintenance needs to be developed to ensure that this route is maintained to a standard commensurate with its importance in the active travel network.

### INCREASE SURVEILLANCE

4.9.3. Increased surveillance can increase both the perception of and actual level of safety for users. This can be through technology, such as CCTV or 'help' points, or natural surveillance such as that afforded by good sightlines (which could be linked to maintenance), higher levels of activity, additional access points and permeability, or police patrols where deemed necessary.

### PLACE-BASED INTERVENTIONS (GREENING, STREETScape, SEATING ETC)

4.9.4. These are measures that enhance the look and feel of an area, including tree planting, street art, paving, seating, and other features to make public spaces more attractive. This is likely to be very bespoke to each area where required, but can be as simple as planting, such as trees or rain gardens (perhaps as part of Sustainable Urban Drainage Systems), or could be significant changes involving use of materials, sculpture, art installations, or water features.

**Figure 4.5. Public Realm**



### FOOTWAY WIDENING

4.9.5. While minimum footway width guidance has changed over the decades, Transport for London's Pedestrian Comfort Guidance is based on the level of comfort that width provides to users, rather than generic recommendations and considered to be best practice throughout England and Wales. However, widening the footway can be problematic, particularly where superfluous carriageway doesn't exist. Where this is recommended, it may be most feasible where undertaken alongside cycle schemes which also require significant changes to the highway. It should be noted that ATE are currently reviewing best practice for active travel in a rural setting.

### PARKING CONTROLS

4.9.6. Where indiscriminate parking creates an issue for pedestrians, this could be due to various issues and a bespoke solution is likely to be required. This could be through provision of dedicated bays on carriageway, appropriate parking permit schemes, or perhaps greater enforcement of existing restrictions.

**Figure 4.6. Buildouts with SUDs**



### NEW CROSSING POINT ON DESIRE LINE

4.9.7. Where across a major road, this is likely to be a new dedicated crossing point. A more detailed study would be required to determine the exact type and what additional changes may be required to implement it.

### IMPROVE SIGNALS (WIDEN REFUGE, IMPROVED TIMINGS, FEWER REFUGES)

4.9.8. This category also includes changes to other junction types, such as roundabouts, that may not offer facilities for other road users at all. Altering any junction is likely to incur significant costs, and additional feasibility work including a traffic impact assessment is likely to be required.

**Figure 4.7. Improved signalised junction (Enfield)**



### NEW ACCESS POINT TO BUILDINGS / CAR PARKS

- 4.9.9. This is likely to include new access points on desire lines where these have not been provided as part of the development. These may require third party agreement.

### SPEED REDUCTION SCHEME

- 4.9.10. Any speed reduction scheme needs to be self-enforcing, and the methods employed to do so effectively will be bespoke to the specific location. This could be through enforcement cameras (including average speed limit zones), or through physical traffic calming measures, but could also be through a wider scheme which changes the fundamental purpose and feel of a street, including public realm, parking controls, and reduced kerb radii.

**Figure 4.8. Raised table junction**



### DROP KERB / TACTILE PAVING

- 4.9.11. Dropped kerbs provide level access for pedestrians between the footway and carriageway. They are essential for most wheelchair users to provide them with an accessible means of crossing a road safely and coherently. Tactile paving helps people with sight impairments understand the street and crossing points.
- 4.9.12. It is very important for visually impaired people that tactile paving is present, correct and adheres to standards as it can communicate to visually impaired pedestrian information about the environment that they are in.
- 4.9.13. These should now be provided as standard, but many locations still lack them where these need to be retrofitted.

### REDUCED RADII

- 4.9.14. Manual for the Streets highlights the importance of kerb radii in inducing vehicle speeds and affecting pedestrians' ability to cross minor roads on their desire line. Where it is safe to do so, a reduced kerb radii can be carried out in conjunction with other interventions (such as a speed reduction scheme or blended footway) to create a low-speed environment where pedestrians are afforded priority over vehicles.

### BLENDED FOOTWAY

- 4.9.15. "Blended footways" describe a footway which continues over the minor arm of a priority junction, enforcing the highway code (rule 170) through good design. These can be implemented through various techniques, including at carriageway level, raised tables (footway level), use of materials, and the positioning of road markings. The appropriate design solution will need to be determined in each instance.

**Figure 4.9. Blended Footway**



### WAYFINDING

- 4.9.16. This intervention encompasses all the ways in which people orient themselves and navigate from place to place. Wayfinding improvements could be as simple as directional and distance signage at key junctions but could also be larger maps or even interactive screens where appropriate (such as a town centre).

**Figure 4.10. Information and wayfinding (Sheffield)**





## 5 STAGE 5: PRIORITISATION

### 5.1 OVERVIEW

5.1.1. Stage 5 of the LCWIP process involves prioritisation of improvements to create a programme of cycling and walking & wheeling schemes and provide high level costings.

5.1.2. The guidance states that priority should be given to improvements that are most likely to have the greatest impact on increasing the number of people who choose to walk and cycle, and therefore the greatest return on investment. Other factors may also influence the prioritisation of improvements such as the deliverability of the proposed works or opportunities to link with other schemes.

### 5.2 PRIORITISING SCHEMES

5.2.1. A prioritisation framework has been produced to ensure consistency when prioritising walking & wheeling and cycling infrastructure improvements. The framework includes the following criteria:

- **Effectiveness** - based on the potential number of walking & wheeling or cycling trips that might use the route.
- **Alignment with policy objectives** – considering local priorities and alignment with ongoing workstreams
- **Economic factors** - including scheme cost, value for money and likelihood of attracting funding.
- **Deliverability issues** - including engineering constraints, land ownerships and level of stakeholder support.

5.2.2. The full assessment criteria and scoring methodology applied is provided in Table 5.1, overleaf.

### 5.3 PRIORITISED LIST OF CYCLING INTERVENTIONS

5.3.1. The results of the prioritisation exercise for cycling schemes are summarised in Table 5.2.

#### DELIVERY TIMESCALES

5.3.2. The improvements have been organised into four distinct categories. These are:

- **Short Term:** These improvements are targeted for delivery within 3 years (by 2025/26) subject to funding;

- **Medium Term:** These improvements are targeted for delivery within 5 years (by 2029/30) subject to funding; and
- **Long Term:** These improvements are targeted for delivery post 2030 subject to funding.

### 5.4 PRIORITISED LIST OF WALKING & WHEELING IMPROVEMENTS

5.4.1. The results of the prioritisation exercise for walking & wheeling are also summarised in Table 5.2 alongside cycling schemes.


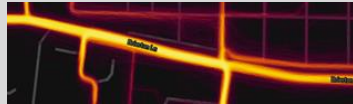

#### DELIVERY TIMESCALES

5.4.2. The routes have been divided into the same four distinct categories as the cycle improvements presented in Table 5.2.

5.4.3. Whilst the walking & wheeling improvements could be delivered in isolation, where these overlap with the Priority Cycle Network it is expected that the improvements would be delivered together (assuming funding is available), with any scheme delivering high quality active travel routes.

5.4.4. Where routes do not align with priority cycle improvements, these could be delivered on an entirely separate basis, potentially on a street or area basis or through small, localised improvements depending on complexity and funding availability.

**Table 5.1 – LCWIP Prioritisation criteria and scoring**

Ref	Category	Criteria	Description	Source	Low (0)	Intermediate (1)	High (2)
1	Effectiveness	Increase in cycling	Forecast number of journeys to work using the corridor in the Government Target Near Market scenario (LSOA)	PCT (2011 Census)	<10	10-50	> 50
2	Effectiveness	Average daily pedestrian demand	Method of travel to work (Datashine) LQ is the Location Quotient and describes how far from the national average (LQ =1) the measure is.	Datashine (2011 Census)	LQ <=1	LQ 2-3	LQ 4 +
3	Effectiveness	Strava	Existing active travel demand based on Strava datasets	Strava			
4	Policy Alignment	Schools	Number of schools within the corridor (a 500m radius)	WSP OD mapping	No schools	1 school	1+ or more schools
5	Policy Alignment	Scheme alignment	Does the route connect with any parallel schemes or other planned transport improvement?	NYC	No	Connects to or overlaps with one other planned scheme / project	Connects to or overlaps with more than one other planned scheme / project
6	Policy Alignment	Safety	Number of accidents involving pedestrians or cyclists in the previous 5 years within the corridor (500m radius)	DfT (STATS19)	< 5 accidents	5 - 10 accidents	> 10 accidents
7	Policy Alignment	Visitor attractions	Does the route improve connections to key visitor attractions?	NYC	0 visitor attractions	1 visitor attractions	1+ visitor attractions
8	Policy Alignment	Carbon / Air Quality	Does the route travel through an Air Quality Management Area?	DEFRA, NYC AQ	No (or no route option will travel through the AQMA)	----- -----	Yes
9	Policy Alignment	Development sites	Scale & proximity of sites with planning permission and/or allocated development sites	WSP OD mapping	No site with planning permission or allocated sites	Includes a housing site with 50-100 units that is < 500m from the network Or Includes an employment site that is between 250m & 500m from the network	Includes a housing site with 100+ units that is <500m from the network Or Includes an employment site that is <250m from the network
10	Economic	Cost of construction	Total scheme cost estimates for package of interventions	Cost estimates	> £5 million	£1 - 5 million	< £1 million
11	Economic	Value for money	Assessment of scheme benefits vs costs	AMAT	Low value for money (BCR of <1.5)	Medium or high value for money (BCR between 1.5 and 4)	Very high value for money (BCR of 4+)
12	Economic	Scheme feasibility	Known land ownership issues or scheme dependencies	NYC	Land ownership, environmental or other issue unlikely to be overcome	Dependent on another scheme or third-party land, or environmental constraints, likely to be overcome	No issues, scheme feasible to be undertaken
13	Deliverability	Political and public acceptability	Likelihood of support or opposition for the scheme	NYC	Likely to be opposition	Neutral / unknown	Likely to be supported
14	Deliverability	Funding opportunities	Likelihood of the corridor to receive funding (including private sector funding)	NYC	No funding opportunities currently identified	Potential funding opportunities identified	Funding secured

**Table 5.2. LCWIP Priorities**

<b>Rank</b>	<b>ID</b>	<b>Name</b>	<b>Scheme Type</b>	<b>Effectiveness</b>	<b>Policy</b>	<b>Economic</b>	<b>Deliverability</b>	<b>Total</b>	<b>Delivery Timescales</b>
10	1a	City Centre to Fountains Abbey (via Studley Road)	Cycling	2	5	3	2	12	Medium Term
5	1b	City Centre to Fountains Abbey (via Whitcliffe Lane)	Cycling	1	10	3	2	16	Medium Term
10	3a	City Centre to Newby Hall (via Skelton Lane)	Cycling	2	5	3	2	12	Medium Term
10	3b	City Centre to Newby Hall (via River Ure Route)	Cycling	2	5	3	2	12	Long Term
2	4a	City Centre to Claro Barracks (via Clotherholme Road)	Cycling and Walking & wheeling	5	8	3	2	18	Medium Term
2	4b	City Centre to Claro Barracks (via Kirkby Road and College Rd)	Cycling and Walking & wheeling	5	8	3	2	18	Short Term
6	6	North Street	Walking & wheeling	5	4	4	2	15	Long Term
9	5	Church Lane	Cycling and Walking & wheeling	2	5	5	2	14	Short Term
6	7	River Skell Path	Walking & wheeling	3	3	5	4	15	Short Term
1	2	City Centre to West Lane	Cycling	4	9	3	3	19	Medium Term
6	8	City Centre (emerging draft masterplan)	Cycling and Walking & wheeling	5	6	2	2	15	Long Term
4	9	City Centre to Sharrow	Cycling	4	8	3	2	17	Medium Term

## 6 STAGE 6: INTEGRATION & APPLICATION

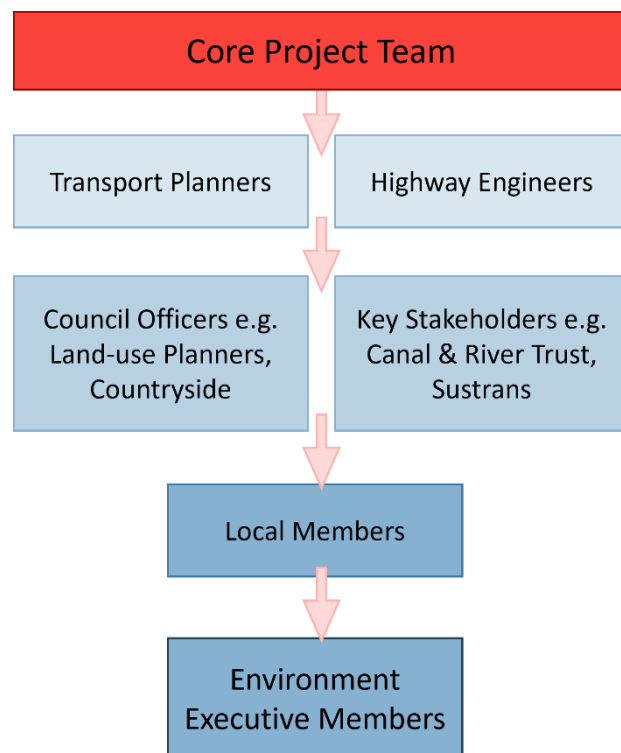
### 6.1 INTEGRATING THE LCWIP

6.1.1. The final stage of the LCWIP process considers how the LCWIP should be integrated into local policy, strategies, and plans, as well as practical applications of the outputs of the LCWIPs.

#### GOVERNANCE

6.1.2. A Core LCWIP Project Team has been established to produce the LCWIPs, consisting of officers from North Yorkshire Council's Transport Planning team and the Highways Area Team. Technical assistance was provided by WSP in the development of the Catterick LCWIP between 2022 and 2023.

6.1.3. The governance structure for the Ripon LCWIP is presented in Figure 6.1.



**Figure 6.1. Ripon LCWIP Governance Structure**  
**STAKEHOLDER ENGAGEMENT & PUBLIC CONSULTATION**

6.1.4. Effective engagement with stakeholders is integral throughout the development and delivery of an LCWIP to provide the opportunity for local people to express their views and input to

the proposals. It is also imperative to engage with more vulnerable user groups, in particular those with protected characteristics as defined in the Equalities Act 2010. This will ensure that all relevant issues are considered when identifying interventions and it should increase support for the LCWIPs.

6.1.5. Key consultees include:

- County Councillors;
- North Yorkshire Council Officers;
- Ripon City Council;
- Town Councils;
- Parish Councils;
- Local businesses
- Education providers;
- Police;
- Cycle and walking clubs and organisations; and
- Disability groups.

6.1.6. These groups will be engaged as priority schemes are developed following identification of appropriate funding opportunities. Community input will be central to the development of LCWIP proposals.

#### INTEGRATION

6.1.7. The LCWIP Core Project Team are responsible for the integration of the LCWIP into local policy. This will help ensure that emphasis is given to cycling and walking within both local planning and transport policies, strategies, and delivery plans. Reflecting the LCWIP in local policy will also help to make the case for central Government funding

### 6.2 SECURING FUNDING & SCHEME DELIVERY

6.2.1. The LCWIP sets out the case for future funding for cycling and walking infrastructure. As set out in the section above there are several compelling reasons for central Government to invest in active travel infrastructure in Ripon.

6.2.2. The LCWIP Core Project Team will seek to identify appropriate funding sources to deliver the aspirations of the LCWIP. This will include local contributions, developer contributions, central Government funding opportunities and other innovative funding mechanisms as appropriate to the scale of improvements.

6.2.3. There are a number of factors which strengthen the likelihood of increased central Government funding for active travel across North Yorkshire:

- Increased overall funding for active travel, with £2bn for cycling announced and further spending announcements likely over the lifetime of this LCWIP
- Recognition of the need for increased funding and regeneration outside London and core cities to “level up” the country, especially to regenerate town centres and seaside towns
- The need to tackle the climate crisis.

6.2.4. The priority improvements identified will deliver a range of benefits to public health, local economy and tourism, land value uplift, decongestion, road safety and carbon savings – all of which are expected to be significant. Most walking and cycling schemes represent very good value for money, providing greater benefit to society than the cost of the scheme.

6.2.5. This LCWIP has identified priority walking & wheeling and cycling networks to be delivered and has selected the priority schemes to be delivered within the first ten years of the programme.

6.2.6. The priority walking & wheeling and cycling networks that have been developed present the optimum connections and routes however should funding become available in the future, optioneering to connect key origins and destinations may consider alternative routing as relevant at the point of funding.

6.2.7. These schemes will help to deliver significant local benefit and align with wider investment in strategic routes across the North Yorkshire.

### 6.3 REVIEWING & UPDATING THE LCWIP

6.3.1. It is anticipated that LCWIPs will be reviewed every 3 to 5 years to reflect progress made. LCWIPs may also be updated if there are significant changes in local circumstances, such as the publication of new policies or strategies, major new development sites, or new sources of funding.

### 6.4 PROMOTION AND BRANDING

6.4.1. Opportunities to support the North Yorkshire LCWIP programme via a package of marketing and promotional activities will be sought to maximise awareness and usage of our active travel networks.

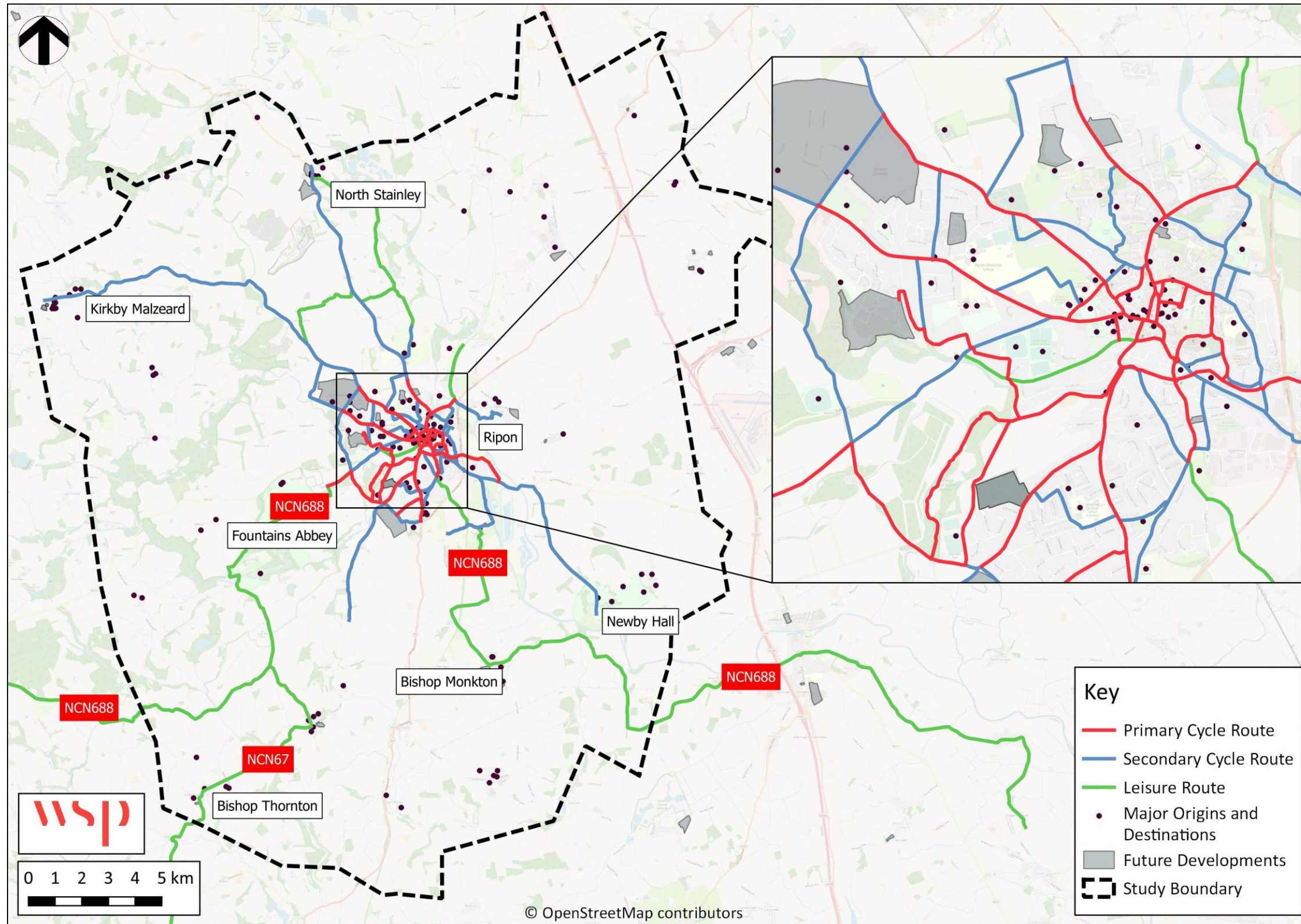
# Appendix A

## LCWIP NETWORK PLANS

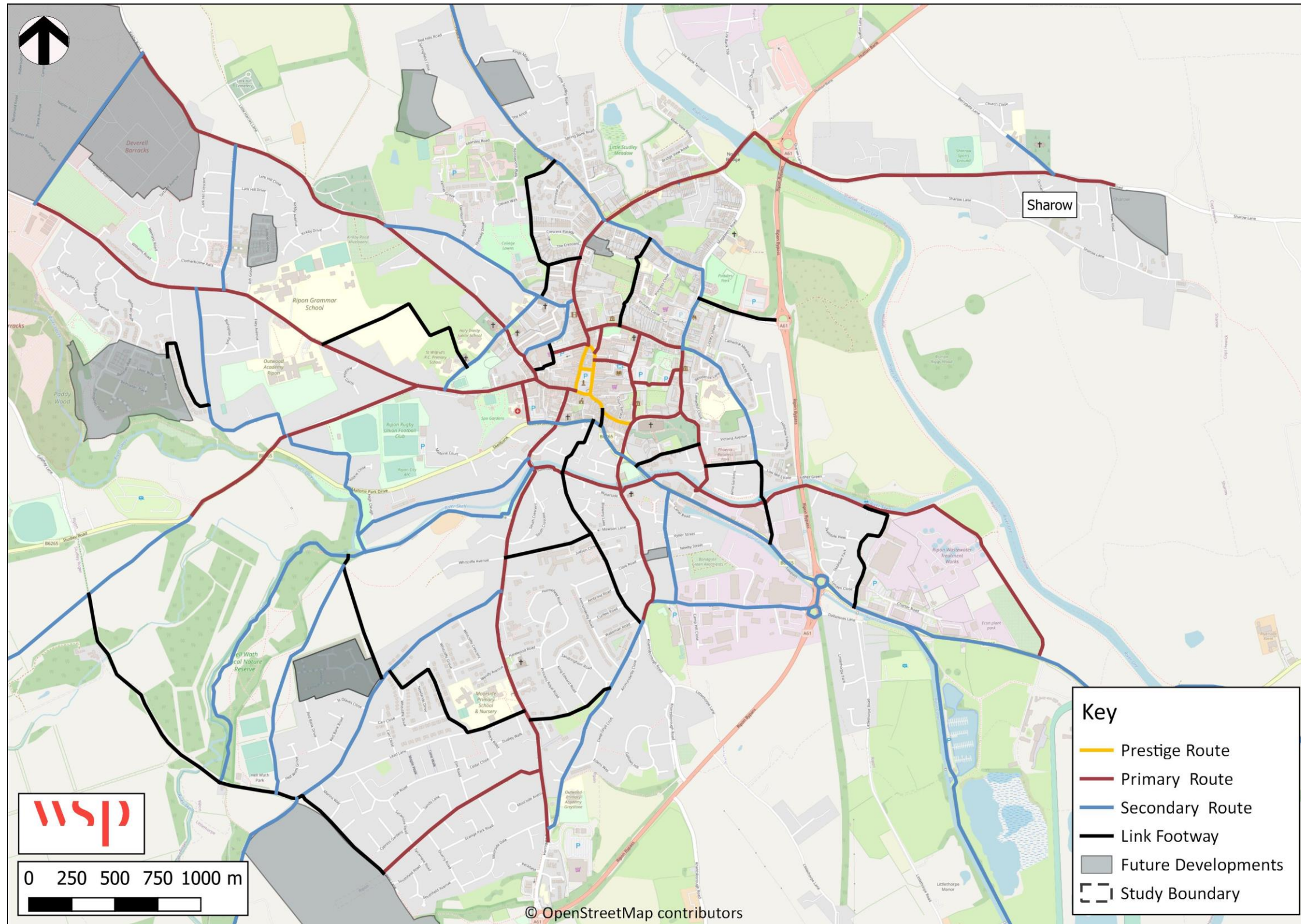




# DRAFT CYCLE NETWORK



# DRAFT WALKING & WHEELING NETWORK







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