



Andrew Cameron & Associates

## CONFIDENTIAL

1<sup>st</sup> July 2020  
Our reference: 103/ac

Ripon Barracks, 'Clotherholme Village', North Yorkshire

Review of AECOM Transport Assessment, Framework Travel Plan and  
Associated Documents / Drawings

### 1.0 Introduction

Andrew Cameron & Associates have been appointed by Ripon City Council to undertake a high-level review of the development proposals for Ripon Barracks (Clotherholme Village) in relation to the movement and transportation aspects of the scheme.

Homes England (HE) in partnership with the Defence Infrastructure Organisation (DIO) is preparing a masterplan for the redevelopment of the Ripon Barracks. This is for the provision of up to 1,300 dwellings, 2 hectares of employment land, community facilities and greenspace.

AECOM are appointed to HE / DIO to undertake transport work in connection with the development proposals. The AECOM documents and drawings reviewed here include the Transport Assessment (TA) version 5, dated 20<sup>th</sup> December 2019, Framework Travel Plan and Appendices A-U.

This report includes text and table extracts from the AECOM reports and these are shown within a red box. For clarity, this report broadly follows the order of the AECOM TA report and numbering.

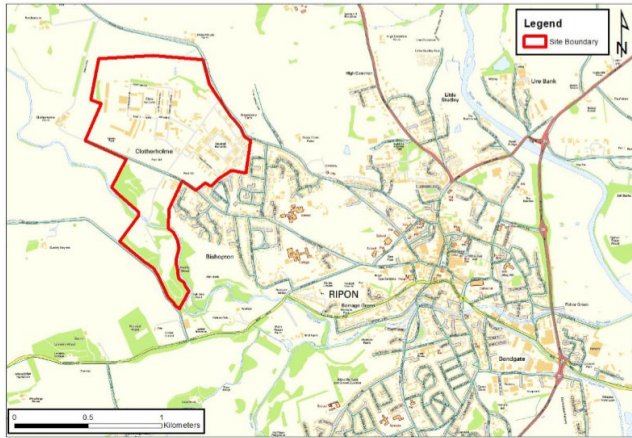
### 2.0 Development Summary

From AECOM Transport Assessment:

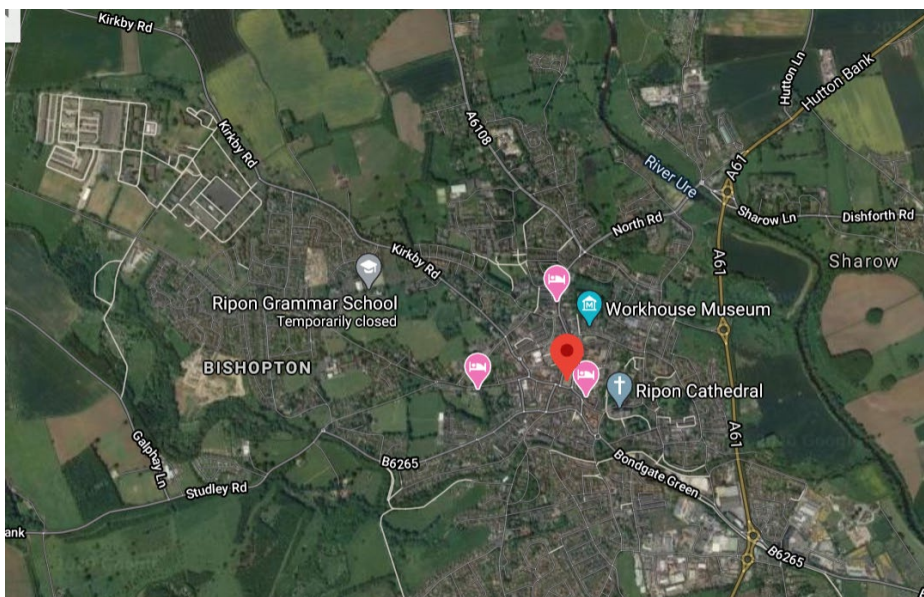
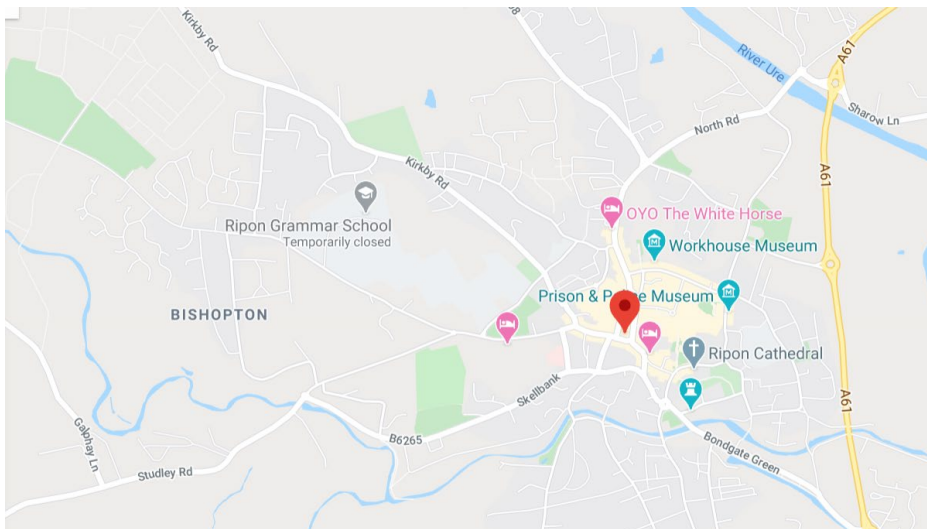
“Outline application, with means of access (from Clotherholme Road and Kirkby Road) for consideration, for a mixed-use development comprising up to 1,300 dwellings (Class C3), up to 60 extra care accommodation units (Use Class C2) retail, food and drink (Use Classes A1-A5), community facilities (Use Classes D1-D2), 2ha of employment land (Use Classes B1), Primary School (Use Class D1), sports pitches with ancillary facilities (Use Class D2), public open space, landscaping, demolition of existing buildings and structures, and associated works.”

The AECOM report should equate the 2Ha of employment into a number (or range) of potential jobs.

### 3.0 AECOM Transport Assessment Comments



Site location and aerial.







The indicative masterplan (above) shows a connected network of streets which is good. The TA report also needs to demonstrate how this is delivered, especially in relation to existing landscape / trees, topography and how to ensure that streets and junctions are at a human scale, parking does not dominate and the continuous edge connections are realised and are not a series of disconnected private drives.

The masterplan team should consider to 'wrap' the school with half a block of residential on inactive frontages to reduce the visual impact of the fence line.

Street design with the masterplan is not mentioned in detail in the TA but will have an impact on how people choose to travel, e.g.



Vehicle dominated layout (left) and place / walking-oriented layout at Poundbury (right)

**Recommendation 1: Further work within the TA is needed to look at the masterplan in more detail and the design of streets within the site.**

## Key Consultees

Key groups that have been consulted according to the TA include:

- North Yorkshire County Council
- Harrogate Borough Council
- Highways England

Clarification is needed on how much consultation has taken place with local stakeholders and residents and has this been recorded.

To what degree is this process led by meaningful engagement (for example: Community Planning by JTP or Enquiry by Design by The Prince's Foundation), or has the masterplan been developed in isolation from the wider community and then presented as an 'exhibition'? Meaningful engagement is needed, not a 'box ticking' exercise.

## Local Plan

Modelling of the full Local Plan delivery of 13,337 new homes and 40 Hectares of new employment land in 2035 has identified the key capacity constraints on the highway network in Ripon and a level of mitigation is required.

## Report Structure (Section 1.2 AECOM TA)

This should start with a vision for the site which is a component of a vision for the city of Ripon. The site is significant for the city and needs to have ambition, it has the potential to act as a catalyst for change in Ripon.

Set out what the people of Ripon want their city to be, and how this development can contribute.

How does this development fit into / help deliver long terms goals for the successful growth of the city and contribute towards better movement?

How can development here minimise external movement, for example by having a sensible level of mixed-use, homeworking, hub working, car club, car share, cycling etc. Exemplar developments such as Poundbury in Dorchester have delivered high levels of internalised walking and cycling by accommodating mixed use facilities such as shops, offices and cafes.

**Recommendation 2: A clear, robust and agreed vision for the site needs to be set out in the TA.**

Section 2.1 This section considers transport guidance as opposed to place making guidance – the latter of which will have an impact on how people choose to move around.

## **2.5 Harrogate District Core Strategy (2009 – 2021)**

- 2.5.1 The Core Strategy was adopted in February 2009 and covers the period up until 2021. It sets out the strategic planning policies for Harrogate District.
- 2.5.2 The CS is based on achieving 'sustainable development' (page 1). The CS sets out a vision for 2021; 'Sustainable living, prosperity and access for all', and states that by 2021 The City Ripon will;
- 'continue its successful regeneration and the redevelopment for housing of its underused and vacant land... the city will benefit from improvements to its local cycling and pedestrian environments and bus services to Harrogate and Leeds'.
- 2.5.3 Policy TRA1 focuses on accessibility in the form of both reducing a need to travel and increasing accessibility to jobs, shops, services and community facilities. This policy states that this can be done by 'ensuring that the majority of future development is well related to the existing or extended Key Bus and Rail Network'.
- 2.5.4 Policy TRA2 states that, 'where development or redevelopment is proposed on sites adjacent to public transport nodes it will be necessary to investigate the potential for enhanced public transport facilities. Where the provision of public transport facilities is not required development of the site should maximise the opportunity to improve accessibility to key services and facilities.

The AECOM TA should refer to the new Harrogate District Local Plan adopted on 4 March 2020.

## **2.7 Ripon Neighbourhood Plan to 2030**

- 2.7.1 The 'Ripon Neighbourhood Plan to 2030' was published on 10<sup>th</sup> April 2019. Community Action B.3 – Clothholme and B.4 – Clothholme Development Strategy sets out the City Council guidance on the redevelopment of the Barracks site.
- 2.7.2 Policy - Section G of the Neighbourhood Plan outlines the need to promote sustainable development through transportation and connectivity. Specific issues in relation to transport and accessibility include:
- Encouraging accessibility to key amenities through modes other than the private car; namely walking and cycling;
  - Reducing the impact of congestion and associated issues in relation to air quality in locations around the city centre such as Low and High Skellgate;
  - Improving pedestrian permeability to the city centre, which is currently hindered by significant gaps in the local footway network;
  - Addressing the unique issues posed to Ripon city centre by its historic street pattern through improving cycling facilities in both re-allocating highway space and improving off-road facilities;

Some good policy here and the TA needs to address how this is being delivered.

The TA is primarily focused on vehicles and importantly other modes of movement need to be considered to the same degree.

The TA should reference and demonstrate how it complies with Community Actions B3 and B4 from the Ripon Neighbourhood Plan. The policies are copied below:



### Community Action B.3 - Clotherholme

The City Council supports the comprehensive redevelopment proposals for that area of the military estate shown on the Policies Map as a Regeneration Area for what will become the Clotherholme urban village, proposals for this area to include a substantial quantity of housing and range of accommodation, employment and business premises, recreation and community provision and necessary infrastructure.

Owing to the scale of development being a substantial urban extension to Ripon, and the opportunity afforded by the particular ownership the City Council would like to see a masterplan for the area be prepared, having regard to:

- urban design
- green infrastructure
- retention of existing military premises (to be specified) for employment, community, education and recreational purposes in the Claro Barracks built up and technical areas
- retention of existing sports fields for creation of a sporting village
- incorporation of the military roads between Kirkby Road, Clotherholme Road and Galphay Lane into the public highway network
- mix, tenure and size of new dwellings
- archaeological investigation of the military occupation of the area
- the precautionary identification of a site (of not less than 1.6 hectares) for a primary school
- the allocation of a site for local shopping and associated community facilities
- the physical measures required to enable phased release of land and premises from military use
- management of the maintenance, conservation and enhancement of the remaining open land and woodland within the military estate beyond the Regeneration Area taking account of the Nidderdale Area of Outstanding Natural Beauty (AONB).

Proposals will be required to demonstrate how they abide by the development principles set out in the masterplan in order to be supported.

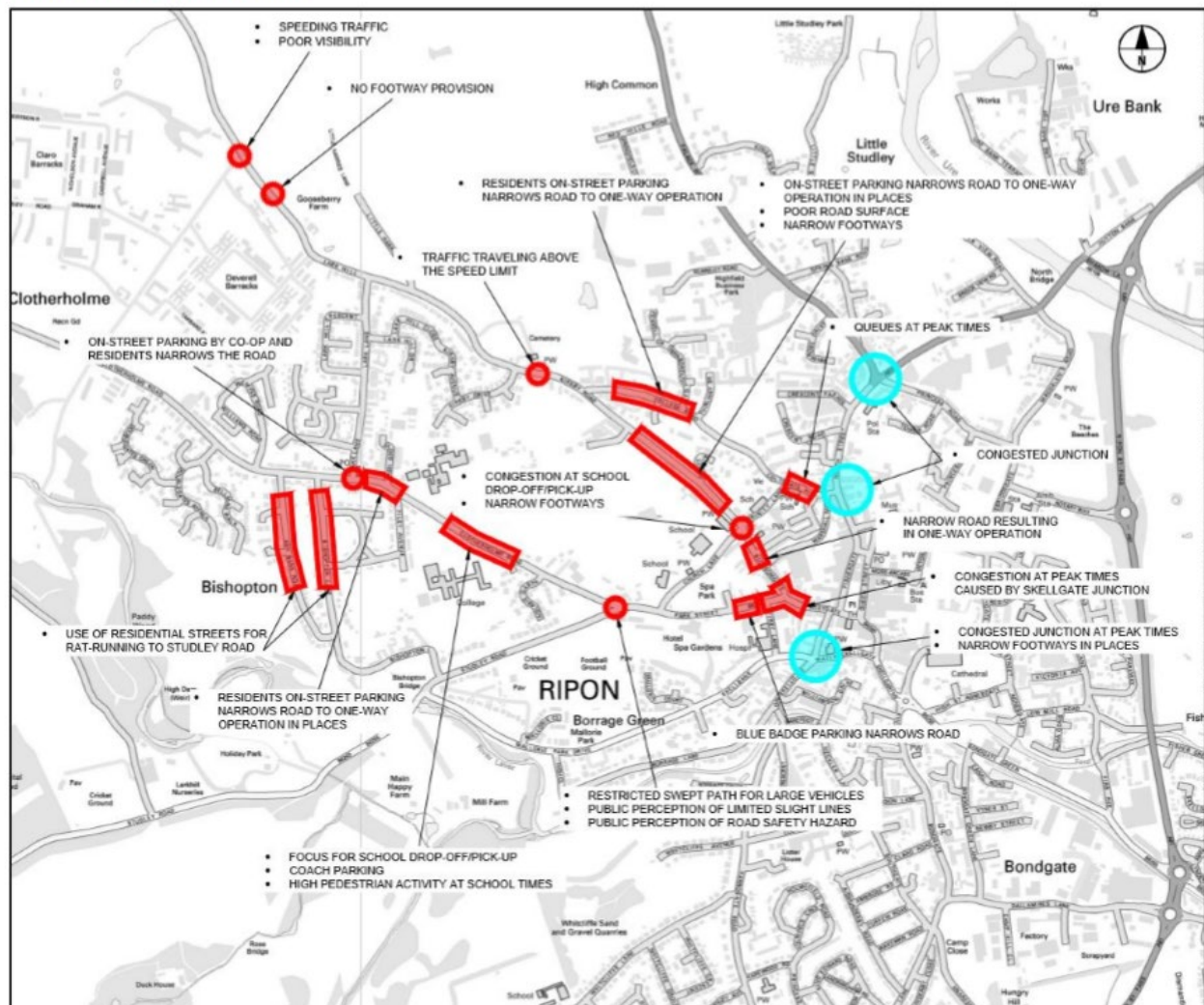
### Community Action B.4 - Clotherholme Development Strategy

In the event of a phased release of the military estate, The City Council will seek to encourage development proposals to consider:

- financial contribution toward the provision of new off-site highway infrastructure and traffic management measures required to alleviate the effects of additional traffic upon the city centre as generated by the development
- the release of the military sports fields along Clotherholme Road.
- Upon the release of the former Deverell Barracks:
  - the opening to public use of the highway between Clotherholme Road and Kirkby Road (known as Chatham Road) and the financing of any costs required to bring this highway to adoptable standards
  - the conservation of an exemplar timber barrack block as a local heritage asset regarding the history of the Ripon Camp
- Upon release of land and buildings south of Clotherholme Road and the Laver Banks training grounds:
  - a management plan for the maintenance, conservation and enhancement of woodland, open land and riparian environments south of Clotherholme Road and within the Laver Banks training grounds and the financing of any costs for measures arising from the management plan
- Upon release of the Claro Barracks built up and technical areas:
  - The opening to public use of the existing military highway, including the River Laver bridge, to Galphay Lane and the financing of any costs required to bring this highway to adoptable standards and improvements as may be required to the junction of Galphay Lane and Studley Road (B6265)

Reference should also be made to The Statement of Common Ground document, dated 7<sup>th</sup> December 2018.

Figure 5: Baseline Issues



A useful summary of baseline issues.

3.4.1 Clothholme Road analysis, right at the western end it is a cul-de-sac.

3.4.4 City Centre, 20mph and is constrained due to the historic fabric.

3.4.4.2 Key links that will be used by traffic generated by the proposed development are Blossomgate, Marshall Way, Firby Lane, High Skellgate and Westgate.

TA summary of existing road links:

3.5.1.13 In summary, Clothholme Road carries a relatively light traffic flow and exhibits free flow conditions except for a very limited period associated with school drop-off and pick-up. The delays experienced during the school drop-off and pick-up are very short lived and associated with slower speeds rather than stationary and queuing traffic.

3.5.2.8 In summary, Kirkby Road carries a very light traffic flow and exhibits free flow conditions. Any delays experienced are very short lived and accommodated by the strategically located double yellow lines and associated with slower speeds rather than stationary and queuing traffic.

3.5.3.8 In summary, the main issue along College Road is queuing back from the North Street / Coltsgate Hill junction in the peak hours. This will be addressed by the Coltsgate Hill junction improvement. The on-street parking is not considered to be an issue due to the very low base flows using College Road.

### 3.6 Car parking

3.6.5 It must be recognised that the Ripon of 2035 will be different to the current day Ripon and will evolve gradually over time and respond to changing demands. If demand for more city centre car parking is evident, this should be addressed by the relevant local authorities through such solutions as new surface level parking, additional parking at existing sites through multi-storey extensions or more innovative solutions such as Park and Ride schemes.

Car parking in Ripon City Centre is a sensitive issue and needs to be carefully balanced with making the centre an attractive place so people will come and visit. In the short term there may be a requirement for additional parking to serve the needs of the city, but longer term strategies to shift to more sustainable modes should be considered, in particular the possibility of park and ride for the city.

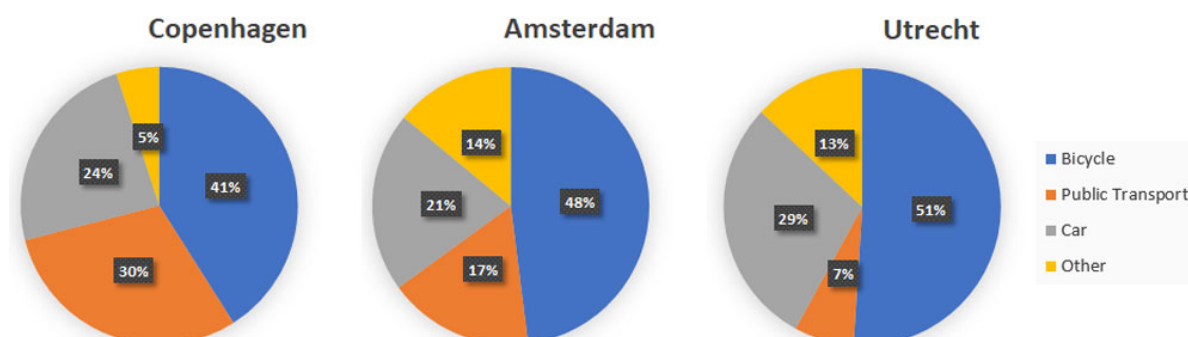
## 4 Accessibility by Sustainable Transport

The TA report start with cars, traffic and parking, this is important as the intention is for generated traffic to be accommodated, however sustainable transport (with targets and solutions) should come first in the report along with the nature of the proposed place and development. If it is a well-designed mixed-use place with hub / home working and sustainable travel modes, then there will be a greater amount of internalisation of journeys and travel by low carbon modes.

**Recommendation 3: The TA report needs to address sustainable travel modes first and in more detail.**

4.2.1 2011 census and travel to work data. The TA and Travel Planning Framework should set out the aspiration for Ripon and how to facilitate change over time.

Start the journey now. Copenhagen and other exemplar cities (below) have been on such a journey (in some cases for several decades) to get to a mode share that is the envy of most cities in the world.



### Modal share of cycling to work\*

Sources: "Copenhagen city of cyclists, Facts and Figures 2017" [https://international.kk.dk/sites/international.kk.dk/files/velo-city\\_handout.pdf](https://international.kk.dk/sites/international.kk.dk/files/velo-city_handout.pdf)  
Amsterdam & Utrecht: "Mobiliteitsbeeld 2017"; KIM <https://www.kimnet.nl/mobiliteitsbeeld/mobiliteitsbeeld-2017#personenvervoer-article12>  
Some of the categories were combined to be able to compare the figures. These combined categories are now named "Other".

\* for Copenhagen including cycling to education



The image is a composite of two parts. The left part is a route map for the 'Park for Truro Park & Ride' service. The map is set against a dark blue background and shows a green line representing the route. Key locations marked along the route include Langarth Park (with a 'P' icon), College, Hospital, County Hall, Rail Station, Museum, Quay Street, and Tregurra Park (with a 'P' icon). Red dotted lines indicate connections to other areas: 'To Penzance' and 'To Falmouth' from the County Hall area, and 'To St Austell, Plymouth' from the Rail Station. The logo 'Park for Truro Park & Ride' is displayed at the bottom right of the map.

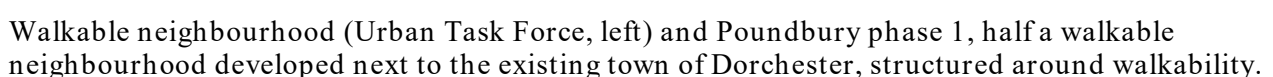
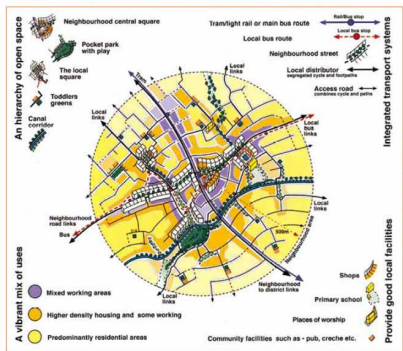
The right part is a photograph of the park's grounds. It shows a large, green lawn area with a winding path. In the background, there is a large, white, multi-story building with many windows, likely a hotel or a large residence. The sky is overcast with grey clouds.

Table 5: Method of Travel to Work (2011 Census)

68% of journeys to work by car and, 3% by cycle and 3% by bus. Ripon and the Barracks site could be aiming much higher for sustainable modes of travel.

4.4 Public Right of Way (PROW) – opportunities to create a new PROW through the site should be explored, this would help open the Barracks up. In addition, consider routes to the countryside beyond, this is one of the site's greatest assets.

Use of the walkable neighbourhood principle to maximise walkability, this should be applied to the masterplan and key city destinations.



## Cycling

### 4.5 Cycling

4.5.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of distance and the standard of existing cycle infrastructure. It should however be noted that cycle

infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle-only infrastructure. Cycle infrastructure in Ripon is hindered across the city centre by the historic street pattern.

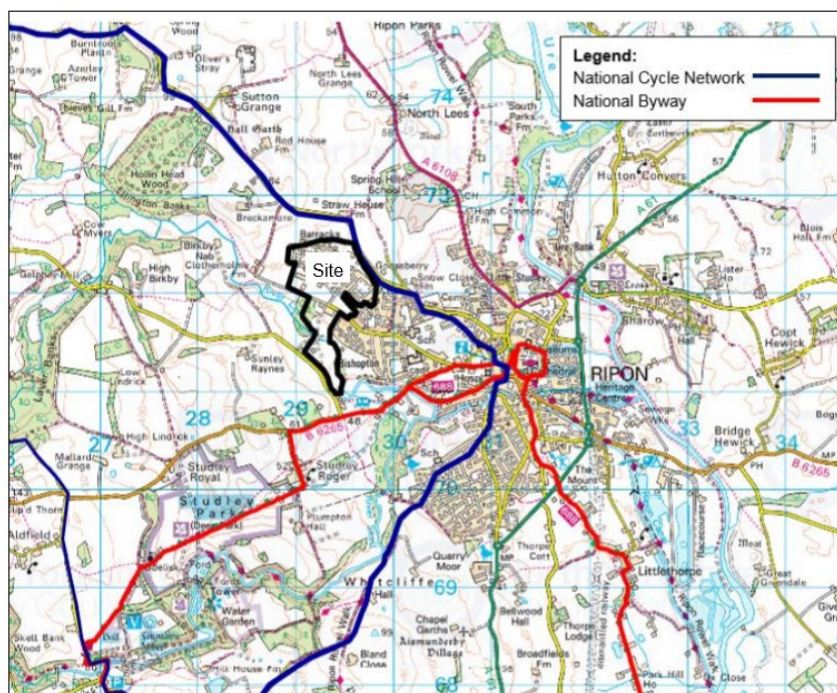
Cycle infrastructure in Ripon is hindered by the streets being designed primarily for vehicles. In other countries, cycle infrastructure comes first, for example below, the street is narrow, but cycles have an implied priority:



Oostzaan, Netherlands

The city is a great scale for cycling, and it should be promoted further with a usable network, range of cycle vehicles, e-bikes, cycle hire. Of course, any cycling improvements need to be balanced with the needs of all users within the street space that is available.

Figure 16: Local Cycle Network



The Barracks site should tie into the NCN and improve links to the city centre.

A land ownership plan is needed to determine if the NCN be diverted into the site to create a new route through the Barracks to connect to the National Byway on Studley Road to the south. This should also be considered as a walking and vehicular route, and it could take the form of a new street or lane.

A connection from Chatham Road to Galphay Lane / Studley Road may provide a better movement network for the city and could potentially relieve some of the traffic impact on Clothierholme Road and other key junctions in the city. It is recommended that the benefits of this are identified and if significant then it would be good to implement the connection if feasible.

An assessment of the military bridge over the River Lather is also required as part of this work to see if it can be used.



**Recommendation 4:** An all modes connection from Chatham Road to Galphay Lane / Studley Road through the Barracks site needs to be studied to understand what benefits this could bring to the site and city in term of better connectivity.

4.5.12

Alternatively, a contribution can be made which can be pooled with other developer contributions to provide a holistic review and improvement of walking and cycling facilities.

The Ripon Barracks site may not be of a scale to instigate such a review of walking and cycling now but the City should consider this piece of work for the future, along with the possibility for cycle routes being accommodated on existing streets to the city centre, there would of course need to a trade off with vehicle space.



## Buses

**Table 7: Existing Bus Service Summary**

Service	Route	Approximate Frequency	
		Monday - Friday	Weekends & Bank Holidays
Ripon City Service	RS1	Every 70 minutes (Between 09:50 and 15:00)	No Service
York, Boroughbridge, Ripon and Knaresborough	22	08:18 / 16:21 only	No Service
Ripon – Boroughbridge	6	11:45 / 14:49 (Wednesdays Only)	No Service

*Source: North Yorkshire County Council*

This is a very-limited bus service which needs significant improvement if the proposals are serious about public transport and sustainable movement.

- 4.6.7 Under current provision, public transport is expected to have limited attractiveness to commuters due to the infrequent services operating within the area and the proximity of nearby bus stops to the site.
- 4.6.8 It is a requirement of the Proposed Development, as set out in the Statement of Common Ground, to contribute to service and infrastructure provision to link to the 36 service (Ripon, Harrogate, Leeds). There is scope to improve the RS1 service both in route and timetable in order to better-serve residents of the proposed development. Alternatively, a contribution could be made to North Yorkshire County Council for them as the Public Transport Authority to pool with other development contributions made in the Ripon area so that a holistic re-planning of the services in Ripon can be undertaken.

This site needs to deliver a much better bus service that works for commuters and all.

The TA should set out in detail the improvements to the RS1 service (or what the public transport provision will be) such as has been done for junction improvements. This would include routing, frequency, funding etc. A development of this scale should aspire to a daily service from 6:30-23:00 with 15 minutes headways at the peak perhaps.

Consider a new bespoke bus service for Ripon Barracks, Mobility as a Service or an on-demand service.

**Recommendation 5: The TA needs to address public transport proposals in more detail and make firm commitments to delivering an excellent public transport offer.**

There is also a need for a Ripon Barracks App to aid movement; a green concierge service, how to live your life more sustainably, how to get people to buy into a better way of life here.

## Trains

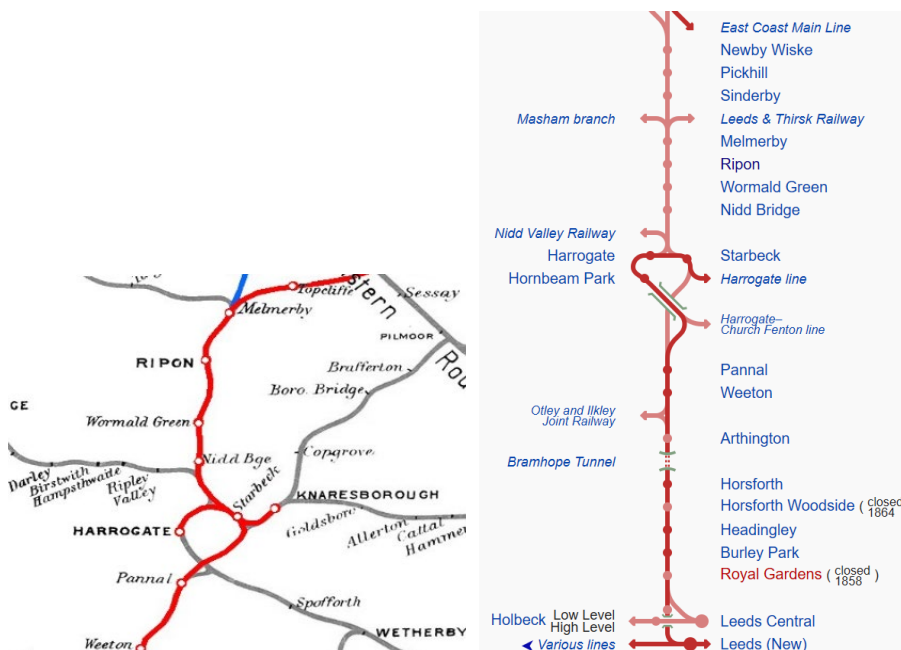
### Map of Ripon, 1890



Ripon of course used to have a station, there is no mention of this in the Transport Assessment. This should be addressed and proposals to reopen the line to Harrogate reviewed.

It has been suggested that it will cost c.£40m to reopen the line by 2030. This is not fundable by this development alone, but it could be considered as a longer-term aspiration. The line would serve other places and they may be able to grow too.

A feasibility study is required to show the benefits and costs in more detail. There is the potential to connect to Harrogate / Leeds / London. A shuttle bus / MaaS from Ripon Barracks to connect with the city centre and train station would be part of the proposition.

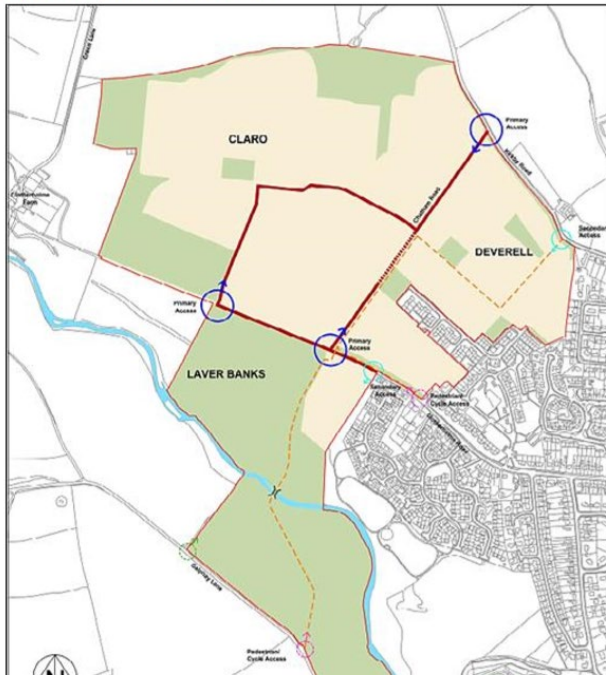


Wikipedia below (check facts):

The Harrogate to Northallerton line has been identified by Campaign for a Better Transport as a priority 1 candidate for reopening.<sup>[8]</sup> In 2019, the English Regional Transport Association proposed a re-opened railway between Harrogate and Northallerton would cost £40 million and attract 2,700 passengers per day. These figures were based on a single track railway. Network Rail were supportive of the proposal as it affords them an alternative route south from Northallerton.<sup>[9]</sup>

## Access Locations

Figure 21: Proposed Access Locations



Consider the reuse of or replace the existing military bridge over the River Laver, to create a new connection to the south.



The TA should consider vehicular access points to Green Lane and Galphay Lane to connect the site as much as possible.

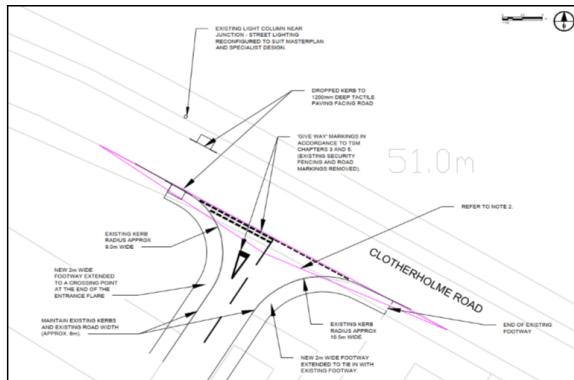
The city should consider if Ripon will continue to grow on land to the west of the barracks in the future, the masterplan should be futureproofed for this to happen. In addition, would further growth allow for a northern bypass to the city and at what scale of development would this be feasible.



5.3.2 Visibility splays of 43m = 30mph design speed. The designers may want to consider lower speeds of 20mph to make these places better for pedestrians and cyclists.

The access junctions' designs presented are all very highway engineered, these could be redesigned to help prioritise pedestrian movement, as has been done in many other places:

Figure 22. Proposed Access Design: Laver Banks Depot



Copenhagen (top right) and crossings in new development at Nansledan, Newquay (bottom), a continuous footway helps to slow vehicles and make it easier for pedestrians to cross the junctions.

**Recommendation 6: Redesign site access junctions to better accommodate pedestrians.**

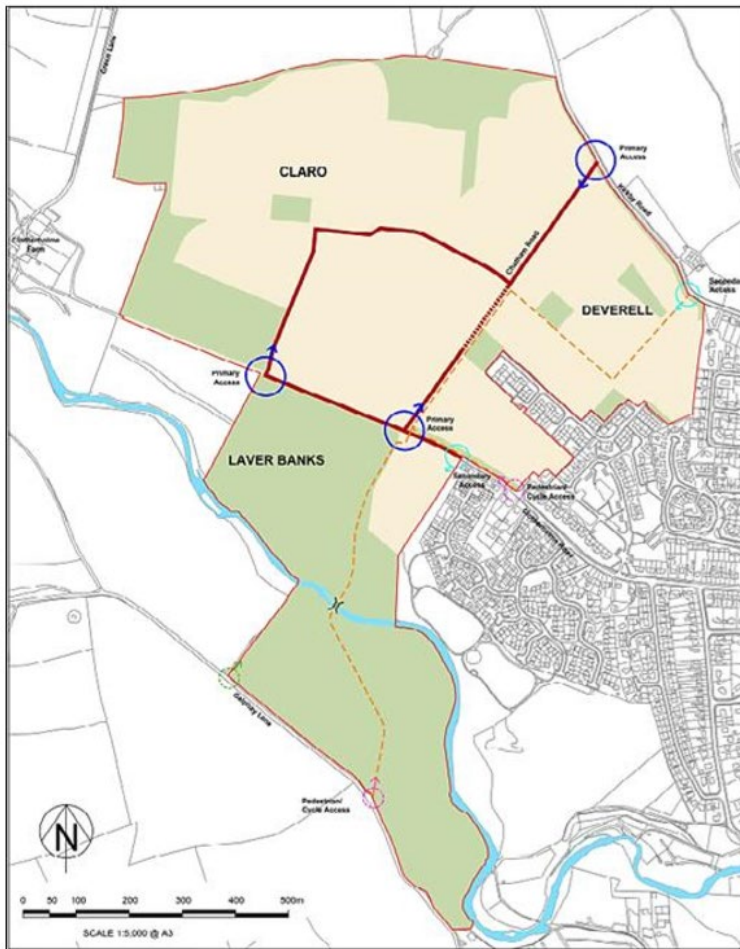
## 5.4 Parking

The TA should explore how the development could act as a catalyst for reduced traffic generation and how by creating the right environment Ripon Barracks could create an offer where people want to come and buy into a better quality of life. Measures may include:

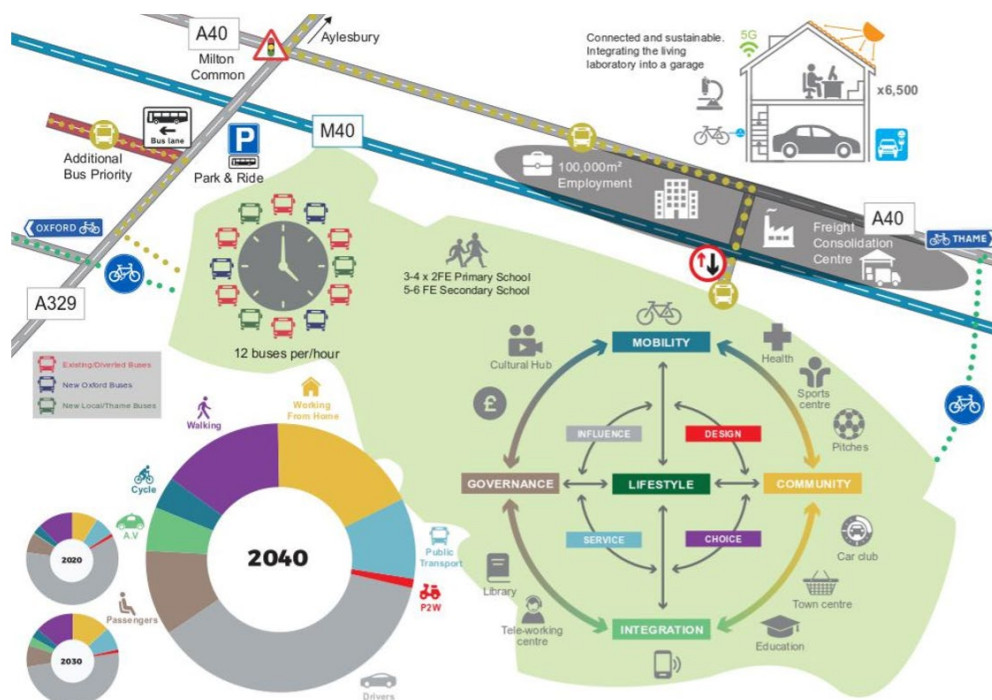
- Mixed-use development to promote internalisation of movements, at Poundbury 1+ job per home delivers c.30% walk / cycle to work
- Excellent walking and cycling connections to the centre and other locations
- Superfast broadband and housing typologies / work hub to make homeworking the first choice
- Car club / car share
- Cycle hire and cycle storage
- An excellent public transport offer

5.5.2 The proposed development will have an extensive network of pedestrian and cycling routes to enable navigation through the site. An indicative movement plan is shown in Figure 27.

Figure 27: Indicative Movement Strategy



Is this AECOM diagram really the movement strategy?



The TA should set out 21<sup>st</sup> Century movement strategy (for example above, from WSP)

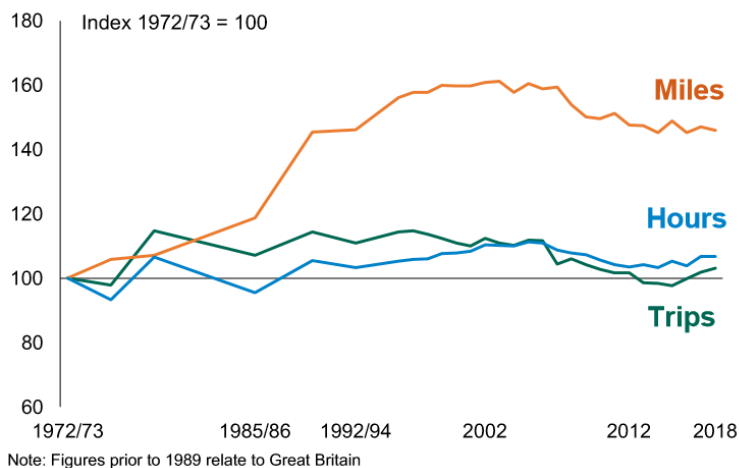
## Generation, Distribution and Assignment (Section 6 AECOM TA)

This is a standard ‘predict and provide’ approach as opposed to a ‘monitor and manage’ approach that allows for flexibility, many things will change by 2035.

The use of TEMPRO is fine but what will travel patterns and traffic growth be like post Covid-19.

### Trends in trips, miles travelled and hours spent travelling:

1972/73-2018



National Travel Survey 2018

Appendix P is a useful piece of analysis, showing the routes drivers are likely to take, hard to comment further on this without detailed local knowledge.

## 6.8 Comparison between Local Plan Allocations

- 6.8.1 The Ripon Barracks scheme included in the emerging Harrogate District Local Plan was originally for 799 residential units and 11 hectares of employment space split equally between B1, B2 and B8 land uses. The proposal has been revised through modifications to comprise 1,300 residential units and 2 hectares of employment space.

Useful to see this comparison and the table below that indicates vehicle trips of similar magnitude.

What is missing here though is the placemaking opportunity. Ripon Barracks would be a better place with more employment, a real mixed-use quarter for the city rather than a residential dormitory. The increase mixed use (if managed carefully) also increases the opportunities for internalisation, hub working, creativity and giving the place a heart.

The 11Ha balance of use classes of B1, B2 and B8 should be explored in more detail to determine the best mix to allow for good placemaking and internalisation. The proposed split of one third to each use class is perhaps too crude and B8 may not be appropriate here.

## Impact Assessment (Section 7 AECOM TA)

The analysis and approach taken here in this section is a standard one for Transport Assessments.



It should be noted that the predictions of traffic, it's distribution onto the network and the analysis of junctions are all approximations (this is the nature of traffic modelling), and better or worse conditions may exist in reality when the development is built out. There are many other factors at play.

Table 27 assesses link capacity and uses TA 79/99. This fine although is quite crude, it is more often the junctions that define capacity as analysed later in the section.

Tables 28 and 29, show that several junctions have significant increase in traffic in the am and pm peaks.

Site access junctions (7.6-7.10), are all predicted to work well as the flows are relatively low.

Table 38 shows that for the 2035 scenario, with committed developments and the Ripon Barracks development and with mitigation the Clocktower junction is predicted to operate satisfactorily.

**Table 38. The Clocktower Junction Assessment (Local Plan Mitigation) – 2035 Future Year Scenario Results**

Arm	2035 Base + Com Dev				2035 Base + Com Dev + Development			
	AM		PM		AM		PM	
	DoS %	MMQ	DoS %	MMQ	DoS %	MMQ	DoS %	MMQ
Princess Road	5.3	0.0	6.5	0.0	5.3	0.0	6.5	0.0
North Street Left	18.6	3.1	22.2	3.8	23.3	3.8	25.0	4.2
North Street Ahead Right	57.8	9.4	52.3	0.3	59.2	11.7	62.8	11.9
Palace Road Ahead Left Right	56.7	10.2	62.5	11.8	64.6	11.4	68.0	12.9
North Road Ahead Left Right	57.7	8.6	62.1	8.5	64.6	10.4	67.9	11.3
PRC	55.8		44.0		39.3		32.4	
Total Delay	15.0		15.5		17.3		18.6	

Table 41 shows that for the 2035 scenario, with committed developments and the Ripon Barracks development and with mitigation the Coltsgate Hill junction is predicted to operate satisfactorily.

**Table 41. Coltsgate Hill Junction Assessment (Local Plan Mitigation) – 2035 Future Year Scenario Results**

Arm	2035 Base + Com Dev				2035 Base + Com Dev + Development			
	AM		PM		AM		PM	
	DoS %	MMQ	DoS %	MMQ	DoS %	MMQ	DoS %	MMQ
Coltsgate Hill Left Right	61.8	7.2	65.4	5.8	87.3	19.0	88.1	15.3
North Street (S) Ahead Left	26.5	3.9	32.4	5.1	28.1	4.1	35.0	5.3
North Street (N) Ahead Right	60.7	11.5	64.7	12.4	87.0	18.1	89.8	20.6
PRC	45.6		37.7		3.1		0.2	
Delay	8.9		9.4		18.1		19.1	

Note that some of the values for DoS are very near to the 90% threshold, and hence the roundabout option has been considered:

**Table 42. Coltsgate Hill Junction Assessment (Mini-Roundabout Mitigation) – 2035 Future Year Scenario Results**

Arm	2035 Base + Com Dev				2035 Base + Com Dev + Development			
	AM		PM		AM		PM	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
North Street (N) Ahead Right	0.61	1.7	0.69	2.3	0.83	4.8	0.92	9.0
North Street (S) Ahead Left	0.19	0.3	0.27	0.4	0.20	0.3	0.29	0.5
Coltsgate Hill Left Right	0.48	1.0	0.47	1.0	0.74	3.1	0.67	2.2

Note that PM RFC on North Street (N) Ahead Right is 0.92 with a queue of 9.0 vehicles – AECOM to confirm, has this been agreed and accepted? Response from AECOM (13<sup>th</sup> May 2020):

In terms of context for North Street (N), the 2035 position without improvement is a DoS of 113 and a queue length of 61.5. The 2035 position with the Local Plan scheme is a DoS of 89.8 and a queue length of 20.6. So, the mini-roundabout returns better results than both of these.

The TA is in draft and is currently being reviewed by the Highway authority.

Table 46 shows that for 2035 scenario, with committed developments and the Ripon Barracks development and with mitigation the Skellgate junction is predicted to operate satisfactorily.

**Table 46. Skellgate Junction Assessment (Revised Mitigation) – 2035 Future Year Scenario Results**

Arm	2035 Base + Com Dev				2035 Base + Com Dev + Development			
	AM		PM		AM		PM	
	DoS %	MMQ	DoS %	MMQ	DoS %	MMQ	DoS %	MMQ
Somerset Row Ahead Left Right	74.4	6	73.6	6	85.6	23	83.9	21
Low Skellgate Ahead Left Right	74.4	9	73.9	9	86	20	83.3	18
Water Skellgate Ahead Left Right	51.8	4	52.9	4	61.5	10	70.6	13
PRC	20.9%		21.7%		4.6%		7.3%	
Delay	11.47		11.71		21.88		21.65	

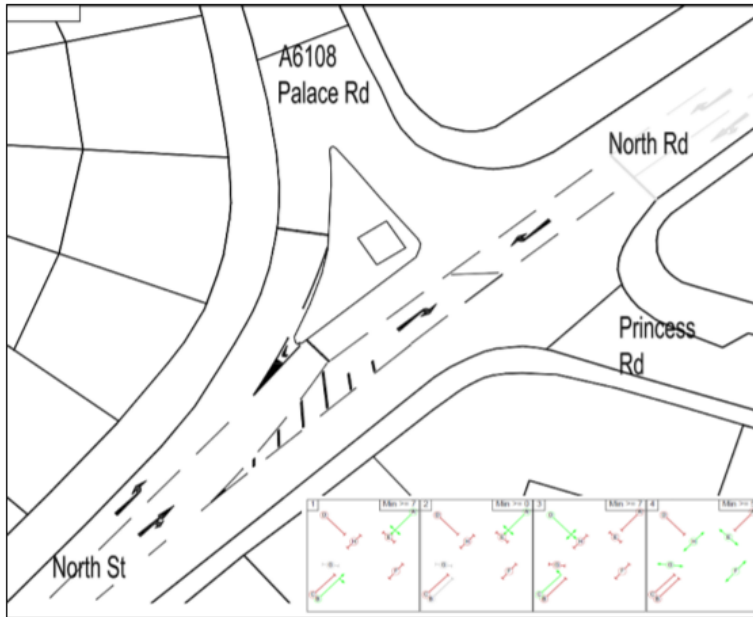
Based on the modelling results presented our conclusions are that for the three junctions tested in more detail, for the 2035 scenario with committed developments and Ripon Barracks development and proposed mitigation, these are predicted by the modelling to operate to a satisfactory level. This is based on the results presented in the AECOM report and assumes that the modelling work has been verified by others, the analysis work and models have not been assessed in detail as part of this report. This is a technical highway capacity viewpoint and the other statements made in this report about placemaking and the need for more sustainable travel modes should be considered.

Junctions mitigation, the TA should include photographs of these locations.

### 7.11 Clocktower Junction

This is at / over-capacity at present and is far worse in 2035 without any mitigation.

**Figure 34. Emerging Harrogate District Local Plan - Clocktower Junction Mitigation**



7.11.5 The proposed mitigation includes increasing the flared lane on the North Road eastern arm approach to 63m to allow for two lanes and an increased number of right turners. The left turn flare on the North Street western arm has also been increased to 57m. the staging of the signals has been amended to allow both northbound and southbound movements to run in parallel with to right turn pockets in the centre of the junction. The proposed mitigation scheme can be found in **Appendix S**.

Mitigation is proposed, but there is no mention of pedestrians and cyclists, the proposal needs to consider and promote their movements along with any bus priority measures.

Appendix S.



The Clocktower is lost in a sea of highways now and in the proposals, this should be a key place in the city.





Canakkale, Turkey, a clock tower as part of the place and the public realm responds.

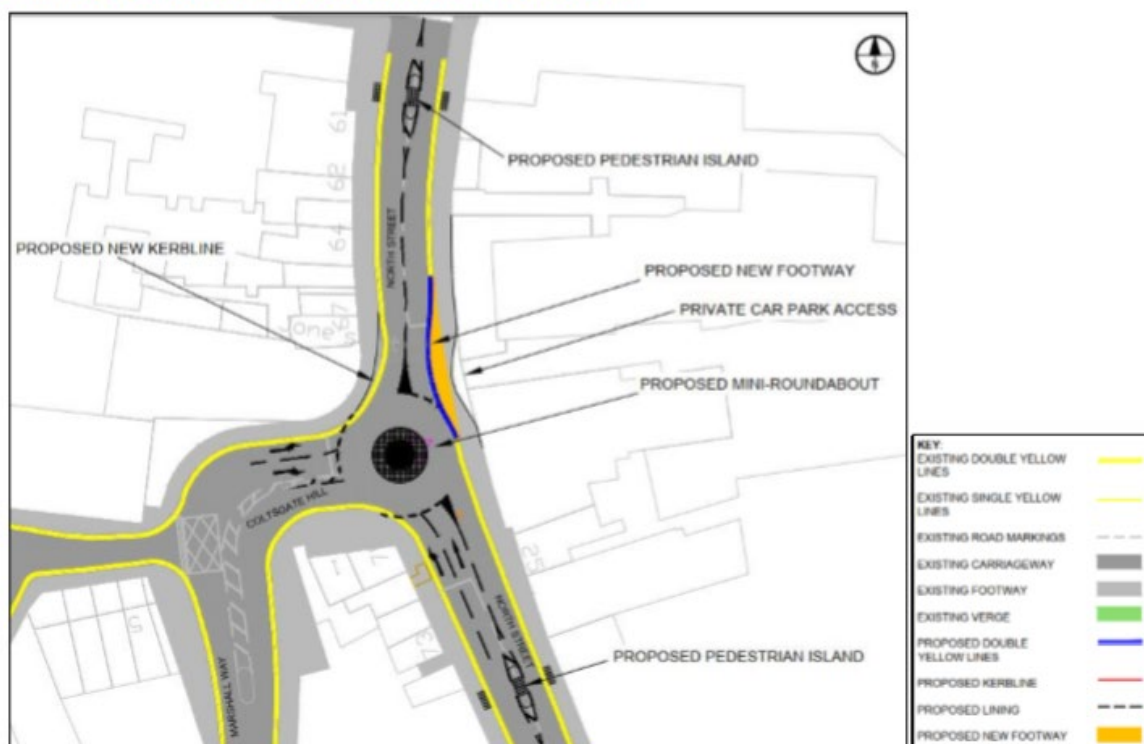
## 7.12 Coltsgate Hill Junction

**Figure 35. Emerging Harrogate District Local Plan Mitigation Coltsgate Hill Junction**



Jacobs proposal

Figure 6. Mini Roundabout Mitigation for Coltsgate Hill Junction



AECOM alternative from Appendix T. The TA needs to show proposals for pedestrians, cyclists, and buses. This is a highways design that is unlikely to create a good place.



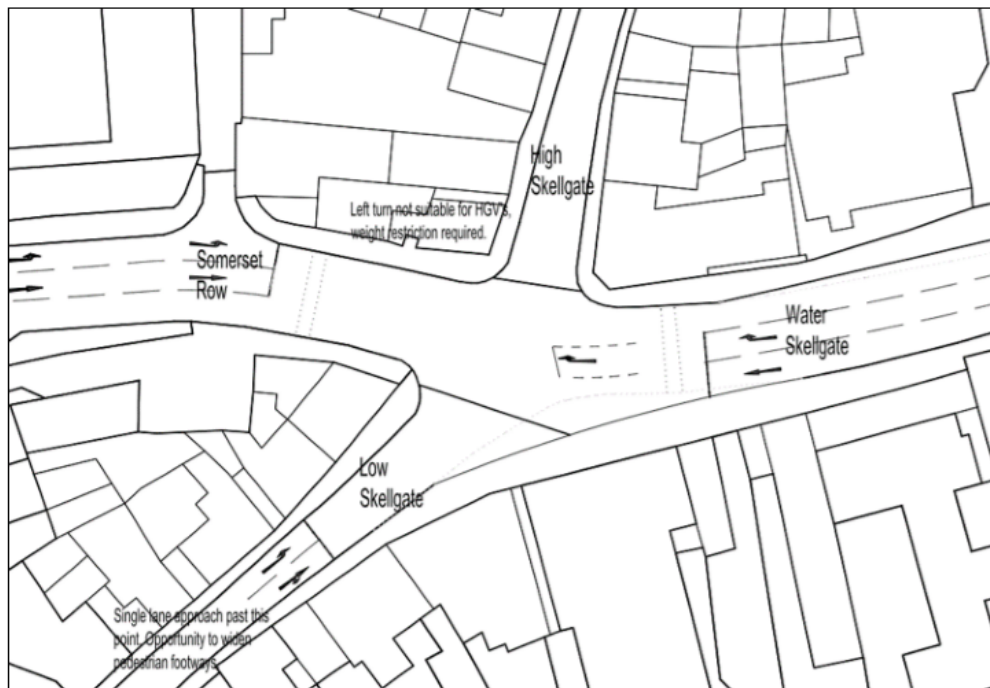
Lots of tarmac now and proposed in both the Jacobs and AECOM schemes.



The TA should look at an approach that focuses on placemaking for the city e.g. Bodmin, Cornwall

### 7.13 Skellgate Junction

**Figure 37. Emerging Harrogate District Local Plan Mitigation Proposal Scheme**



7.13.5 The Local Plan mitigation scheme incorporates the introduction of a one-way northbound system on Low Skellgate. AECOM has assessed this proposed mitigation in 2035 with the proposed development flows. The results for this mitigation are shown in Table 45.





Not great at the moment, this junction needs to get better for pedestrians, cyclists, buses and placemaking, it is very traffic dominated.



Why not create a high-quality space or square here, e.g. Red Lion Square in Stamford above.

Some study of the city centre of Ripon is needed, if the primary aim for the city is to increase traffic capacity then this will be to the detriment of the place and walkability.

**Recommendation 7: Additional proposals for the three key junctions in the city need to be developed to address the urban design and placemaking aspects of these important locations.**

8.10.4 The Applicant has been working with partners including North Yorkshire County Council, Harrogate Borough Council and the local schools to identify the feasibility of a walking and cycling strategy. This consultation will continue through the determination of the planning application and beyond.

Ideally, a walking and cycling strategy for the city should be in place before the TA is undertaken.

### **8.11 Contribution for Bus Service**

8.11.1 A requirement of the Local Plan document titled 'Statement of Common Ground: Ripon Barracks Sites' dated 07/12/18 under the heading Infrastructure Requirements is as follows:

- Contributing to service and infrastructure provision to link to the 36 Service (Ripon, Harrogate, Leeds).

This is a poor situation for public transport access to/ from the site. The bus strategy should come first before any traffic analysis. This site needs to be delivered in conjunction with a high frequency, high quality bus offer.

## **4.0 AECOM Framework Travel Plan**

Detailed travel plans should ideally be developed now as part of the TA, this report is generic.

This piece of work needs the same (arguably more) effort that has been put into the traffic analysis and mitigation.

2.1.2 The overall objective of the Travel Plans is to reduce the number of car-borne trips to/from the Proposed Development particularly during the highway network peak periods and those which involve single occupancy of the vehicle.

This is contrary to what the Transport Assessment is saying, which is proposing to accommodate more car trips from the development during the peak periods.

Cycling, buses and rail, comments as before, a meaningful, deliverable sustainable transport solution is required.

## **Targets**

4.1.2 In contrast to Travel Plans for existing developments, this Framework Travel Plan has been prepared in the absence of travel behaviour data as this will only be known once the Proposed Development is operational.

Set targets now based on best practice and what the city wants to achieve.



4.1.4 From the analysis of this data, it is expected that the residential element of the Proposed Development will be:

- Train – 1%;
- Bus – 3%;
- Motorcycle – 1%;
- Driving a Car or Van – 61%;
- Passenger in a Car or Van – 8%;
- Bicycle – 3%; and
- On Foot – 23%

Is this acceptable for a Homes England exemplar development: 69% by car / van?

Appointing a Travel Plan Coordinator for the first year of the development is too late. Design initiatives and strategies are needed before planning to change behaviour.

### Residential and Workplace Travel Plans

Again, what evidence is demonstrated of generating significant modal shift.

For example at Poundbury the 30%+ of walking and cycling trips to work is not down to a post-development travel plan, it's because the place is mixed-use, the streets are designed for walking and cycling, there are several bus routes (some electric vehicles) running through the site to Dorchester town centre and the railway station, the masterplan is structured around a series of walkable neighbourhoods and the layout of car parking makes it less convenient to use your car.



Poundbury, Dorchester



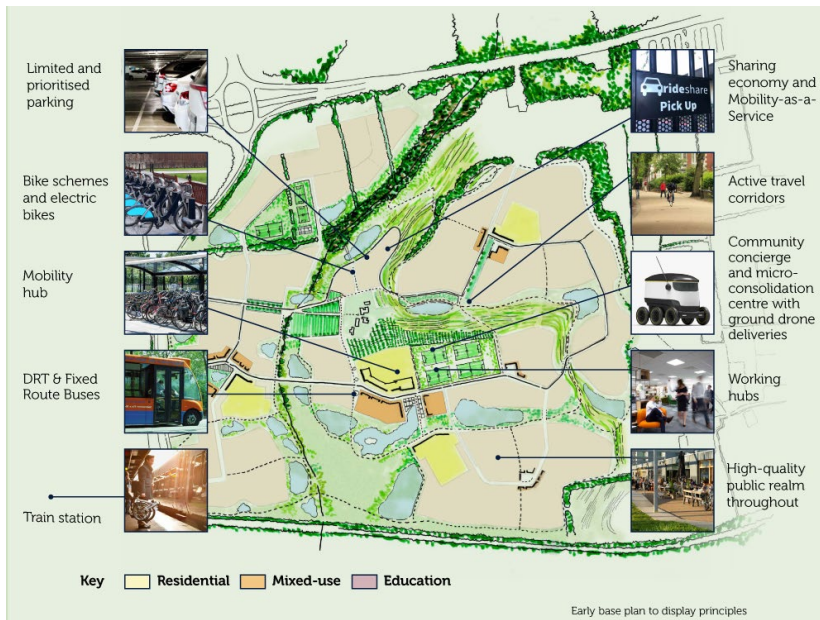
## Monitoring and Review

Set the targets now and monitor, look at best practice, aim high. Consider fines for not meeting targets to be hypothecated into more investment in active modes.

For example:

Dunton Hills Garden Village, Essex

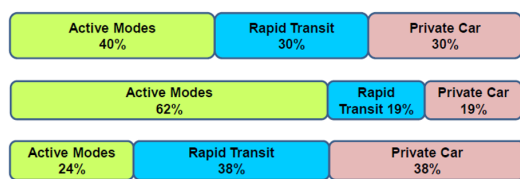
Non-car-based initiatives and design come first.



## North Essex Garden Communities

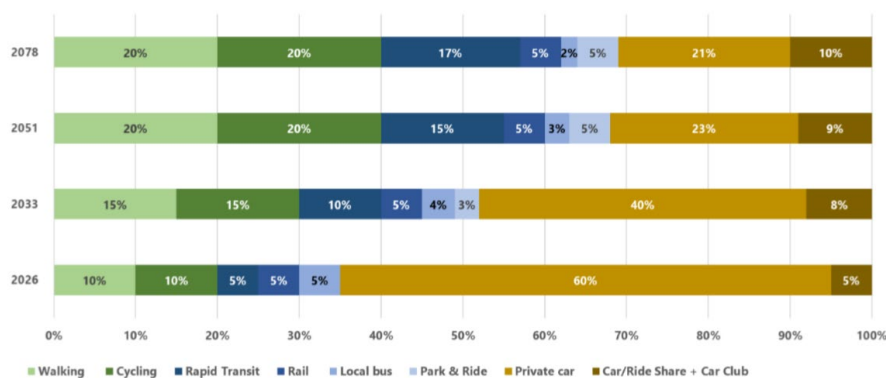
Mode share targets set out by journey type, location and targets over time.

Figure 2-1: MAS mode share targets for all journeys (top), local journeys (middle) and journeys within immediate GC hinterland (bottom)



Source: Jacobs Movement and Access Strategy

Figure 7-1: Refined TCBGC mode share targets



Mode Share Strategy for NEGC, ITP, July 2019

## 5.0 Conclusions

The AECOM report is a standard approach to a Transport Assessment that addresses the traffic generation from the proposed development but does not have enough emphasis on a shift to sustainable modes of movement, the potential for additional connections and placemaking.

### The City

The Barracks site needs to be part of a wider vision for Ripon and has the potential to act as a catalyst for this.

The city needs to strike a balance between the needs of car drivers, their ability to park easily along with a long-term transition to more sustainable modes of movement.

Car access and parking may be needed at present to support the commercial and retail centre of Ripon but over time the city should consider a range of initiatives to help generate modal shift which may include: park and ride, a car club, cycle hire, better walking routes, addressing the journey to school, a shift to cycling, deliveries and servicing, better public transport, and better access to rail.

As well as being accessible the city centre needs to be a world class place.

The City Council and others should consider what Ripon should look like in 2050. How big should the city grow and in what locations, consider how this growth and help deliver better infrastructure. Consider what else can make the city work better: park and ride, a charge for congestion, rail, and how to get to and from the city or to the A61 / A1(M). There is a need to make sure that land use and transport planning are integrated

### The Site

The Barracks site is changing from a hidden and secure location to become part of the fabric of the city and so needs to connect. The masterplan delivers existing connections, but others need to be considered, particularly further to the south, for walking, cycling and vehicles.

In terms of the site, more mixed use would help make this a better and more real place. It would encourage internal movements and remove some need to travel out. Look at other examples where 0.75-1 jobs per home can work well. In conjunction with this consider home and hub working; space needs to be provided in the new homes and on site to work. Superfast broadband is essential.

Create the Barracks as a place where people can live a better, more sustainable lifestyle.

The indicative masterplan shows a connected street network which is a good start, the detail design of these streets is key though so that they are human scale, walkable, can be maintained and cars do not dominate the street scene.

The movement network needs to make connections to the countryside, this is arguably the site's greatest asset. In addition, a new north-south link to connect from Kirkby Road to Galphay Road needs to be investigated.

The public transport offer in the TA is not convincing, buses need to be high frequency and high quality if modal shift is to occur.

Based on the traffic modelling results presented, the TA shows that that for the three junctions tested in more detail, for the 2035 scenario with committed developments and Ripon Barracks development and proposed mitigation, the results show that these will operate to a satisfactory level (subject any queries raised here and approval by the highway authorities). This is based on

the results presented in the AECOM report and assumes that the modelling work has been verified by others. The analysis work and models have not been assessed as part of this report. This is a technical highway capacity viewpoint and the other statements made in this report about placemaking and the need for more sustainable travel modes should be considered.

Funding and financial viability have not been considered in this report and so further work is required. The Barracks development will not be able to contribute to all the suggestions made here but it has the potential to be the catalyst to instigate change.

And as we come out of the Covid-19 lockdown, what are the opportunities for a step change in how we live and for new development? Perhaps we will do more homeworking, travel less, avoid peak time travel, require less car parking, have wider footways, cycle lanes on every main street, more time in the garden, more time with the people that matter.

## Recommendations

Several key recommendations have come out of this report and these are repeated below:

Recommendation 1: Further work within the TA is needed to look at the masterplan in more detail and the design of streets within the site.

Recommendation 2: A clear, robust and agreed vision for the site needs to be set out in the TA.

Recommendation 3: The TA report needs to address sustainable travel modes first and in more detail.

Recommendation 4: An all modes connection from Chatham Road to Galphay Lane / Studley Road through the Barracks site needs to be studied to understand what benefits this could bring to the site and city in term of better connectivity.

Recommendation 5: The TA needs to address public transport proposals in more detail and make firm commitments to delivering an excellent public transport offer.

Recommendation 6: Redesign site access junctions to better accommodate pedestrians.

Recommendation 7: Additional proposals for the three key junctions in the city need to be developed to address the urban design and placemaking aspects of these important locations.