



# Harrogate District Sites & Policies DPD

## Urban Sites Travel and Accessibility Assessment


**September 2011**

**PLANNING DIVISION**

Department of Development Services, Knapping Mount, West Grove Road, Harrogate HG1 2AE  
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## 1.0 INTRODUCTION

- 1.1 This assessment has been prepared to inform indicators for the Sustainability Appraisal and to provide a picture in broad terms of how potential residential development sites in Harrogate, Knaresborough and Ripon perform against a range of travel and accessibility criteria.
- 1.2 This is an initial assessment that has been undertaken in consultation with North Yorkshire County Council as the Highway Authority but will be informed further following the completion of Stage 2 of the Local Development Framework Options Appraisal traffic modelling work, which consultants Jacobs are currently undertaking for the Borough and County Councils in consultation with the Highways Agency. This work is due to be completed by the end of 2011 and will inform the Council's decisions on development sites for the publication stage of the Sites and Policies Development Plan Document (DPD) in 2012.

## 2.0 BACKGROUND TO ASSESSMENT

- 2.1 As part of the evidence base for the Core Strategy the Harrogate and Knaresborough Urban Extension Study 2007 was undertaken and included a traffic study of the two towns that forecast traffic flows and highway capacity for sectors of the towns and their potential to accommodate urban extensions. In terms of overall network capacity none of the sectors was considered to be distinctly better than the others and the Inspector for the Examination into the Core Strategy requested that further work be undertaken in relation to the areas of search for growth.
- 2.2 Two further reports were prepared: a Traffic Assessment and a Travel and Accessibility Assessment. The Travel and Accessibility Assessment was used to inform the Sustainability Appraisal. The Inspector 's Report on the Examination into the Harrogate District Core Strategy was satisfied with the methodology used in the Sustainability Appraisal and specifically referred to the approach adopted in relation to travel and accessibility noting that it was also consistent with national and regional policy as well as the strategic vision for the District. In the light of this the Council have continued to use this approach to inform the Sustainability Appraisal for the Sites and Policies DPD.

## 3.0 ASSESSMENT OF SITES

- 3.1 Using this approach an assessment has been made of all individual housing sites identified for consideration and shows in broad terms how residential development on each site performs against a range of travel and accessibility criteria. A simple traffic light system is used to indicate the level of impact and this is shown on the attached tables for Harrogate, Knaresborough and Ripon.
- 3.2 The travel issues and impacts, include impact on the highway network, severance, connectivity to bus, rail and cycle routes, environmental impacts of increased traffic, road safety, attractiveness of the walking environment to access services, the ability to mitigate against impacts and potential impact on air quality and accessibility to jobs, shops and services. These have been interpreted and scored in the following way:
  - **Impact on the highway network as a whole:**  
**Green score** - if the traffic generated as a result of the development can be accommodated onto the highway network as a whole without causing significant capacity/displacement issues.

**Amber score** – if traffic generated as a result of development would cause some capacity issues.

**Red score** – if traffic generated would result in significant capacity and displacement issues.

- **Impact development would have on the following roads (arterial road network):**

- B6162 Otley Road
- A661 Wetherby Road
- A59 Skipton Road/Knaresborough Road/ Knaresborough High Street/York Place/York Road
- A61 north
- A61 south
- A6055 Boroughbridge Road Knaresborough
- B6164, Wetherby Road, Knaresborough.

In Ripon, where traffic congestion is less of an issue, general impact on the City is used.

**Score** – see impact on highway network as a whole

- **Impact on local distributor roads:**

Impact on other main routes in the locality (not residential streets)

**Score** – see impact on highway network as a whole

- **Impact on residential streets:**

Whether or not development would encourage rat running in nearby residential streets and the extent to which this could be overcome.

**Score** – see impact on highway network as a whole

- **Severance:**

**Green score** – severance not a problem.

**Amber score** – severance can be overcome

**Red score** – the site is isolated eg sites north of Skipton road where the A59 acts as a significant barrier to accessibility.

- **Connectivity to key bus and rail network**

**Green score** – requires the site to be adjacent to both bus and rail eg Crimple Valley, or where the possible location of a rail halt and extension of adjacent key bus network are both possible as part of the development. Where the site is not adjacent to the railway there must be an excellent bus service and connectivity already available to the rail station e.g. the 36 service where there is a frequent service to the bus station and a short journey time.

**Amber score** - more significant extension to key bus network/new service possible as part of development.

**Red score** – poor connectivity to key bus and rail network.

- **Environmental impacts of increased traffic (General impact in relation to traffic levels only)**

**Green score** - no impact

**Amber score** – traffic generated will result in some adverse environmental impact.

**Red score** – traffic generated will result in significant adverse environmental impact.

- **Connectivity to cycle network in Harrogate and Knaresborough Cycling Implementation Plan**  
**Green score** – the site is well served by existing cycle routes  
**Amber score** – ability to link into cycle network as included in the Harrogate and Knaresborough Cycling Implementation Plan. (see web link. Note that additional routes are now added to the plan for consultation so scoring could change)  
**Red score** – poor connectivity to cycle network.  
  
**Note:** Ripon does not have an agreed cycle network but scoring is based on accessibility to routes suitable for cycle use and is scored as follows:  
**Green score** – easy access to routes suitable for cycling.  
**Amber score** – ability to link to sites suitable for cycling.  
**Red** – poor connectivity to routes suitable for cycling
- **Attractiveness of walking environment to access services and facilities:**  
**Green score** – convenient routes to access services and facilities.  
**Amber score** – some pedestrian access to services and facilities.  
**Red score** – environment does not encourage pedestrian access to services and facilities.
- **Road safety:**  
**Green score** – road safety is good  
**Amber score** – some road safety issues  
**Red score** - lack of pavements/poor road crossings, traffic volume and speed are all issues.
- **Ability to mitigate against impacts:**  
**Green score** – impacts can easily be mitigated against  
**Amber score** – impacts can be mitigated against  
**Green score** – mitigation measures unlikely to be realistically achievable eg the Bilton Triangle where new road infrastructure is required but funding is unlikely or not made provision for.
- **Potential air quality issue:**  
Would the development have the potential to raise traffic levels such that they impact on an Air Quality Management Area e.g. at Bond End, Knaresborough or Skellgate in Ripon or an area where monitoring for air quality is taking place.  
**Green score** – indicates no impact  
**Amber score** – potential adverse impact.  
**Red score** – a potential significant adverse effect.
- **Accessibility to jobs, shops and services:**  
This section has been completed using as a starting point the accessibility criteria as identified in Appendix 8 of the Core Strategy. The criteria have been used to determine the relative accessibility of a site by measuring the distance to a number of community facilities.  
**Green score** – 3 or more facilities within defined distance  
**Amber score** – 1-2 facilities within defined distance  
**Red score** – no facilities within defined distance.

The following table therefore allows a comparison of sites on the basis of the travel and accessibility criteria identified.

Impacts	Impact on highway network as a whole (including A1(m) where appropriate)	Impact on arterial road network	Impact on local distributor roads	Impact on residential streets	Severance	Connectivity to key bus / rail network	Environmental impacts of increased traffic	Connectivity to cycle network in cycling implementation plan	Attractiveness of walking environment to access services and facilities	Road safety	Ability to mitigate against impacts	Potential Air Quality issue	Accessibility to jobs, shops and services
	Site Ref:												
<b>Harrogate North East</b>													
H4a: Bilton Triangle, N of Granby Farm	●	●	●	●	●	●	●	●	●	●	●	●	●
H4a(1): Bilton Triangle, N of Granby Farm	●	●	●	●	●	●	●	●	●	●	●	●	●
H4b: Bilton Triangle, N of Kingsley Farm	●	●	●	●	●	●	●	●	●	●	●	●	●
H4c: Bilton Triangle, W of Longlands Farm	●	●	●	●	●	●	●	●	●	●	●	●	●
H7: Starbeck Highways Dept	●	●	●	●	●	●	●	●	●	●	●	●	●
H15: Knox Hill Farm, Ripon Rd	●	●	●	●	●	●	●	●	●	●	●	●	●
H15a: Knox Hill Farm, Ripon Rd	●	●	●	●	●	●	●	●	●	●	●	●	●
H15b: Knox Hill Farm, Ripon Rd	●	●	●	●	●	●	●	●	●	●	●	●	●
H29: Land at Kingsley Road	●	●	●	●	●	●	●	●	●	●	●	●	●
H29(1): Land at Kingsley Road	●	●	●	●	●	●	●	●	●	●	●	●	●
H100: Land at Bilton	●	●	●	●	●	●	●	●	●	●	●	●	●
H102: Kingsley Farm, Bilton Triangle	●	●	●	●	●	●	●	●	●	●	●	●	●
H102(1): Kingsley Farm, Bilton Triangle	●	●	●	●	●	●	●	●	●	●	●	●	●
H106: Claro Road	●	●	●	●	●	●	●	●	●	●	●	●	●
H107: Station Parade	●	●	●	●	●	●	●	●	●	●	●	●	●
H107a: Station Parade & Copthall Bridge House, Harrogate	●	●	●	●	●	●	●	●	●	●	●	●	●
H110: White's Removals, Mornington Terrace	●	●	●	●	●	●	●	●	●	●	●	●	●
H110(1): White's Removals, Mornington Terrace	●	●	●	●	●	●	●	●	●	●	●	●	●
H400: Land S of Bogs Lane	●	●	●	●	●	●	●	●	●	●	●	●	●
H1000: Land at Kingsley Drive	●	●	●	●	●	●	●	●	●	●	●	●	●
H1002: Harrogate DRA Sports Club, Starbeck	●	●	●	●	●	●	●	●	●	●	●	●	●
H1012: Knapping Mount, Harrogate	●	●	●	●	●	●	●	●	●	●	●	●	●

Impacts	Impact on highway network as a whole (including A1 (m) where appropriate)	Impact on arterial road network	Impact on local distributor roads	Impact on residential streets	Severance	Connectivity to key bus / rail network	Environmental impacts of increased traffic	Connectivity to cycle network in cycling implementation plan	Attractiveness of walking environment to access services and facilities	Road safety	Ability to mitigate against impacts	Potential Air Quality issue	Accessibility to jobs, shops and services
Site Ref:													
H1012a: Knapping Mount, Harrogate	●	●	●	●	●	●	●	●	●	●	●	●	●
H1016: Bachelor Gardens	●	●	●	●	●	●	●	●	●	●	●	●	●
H1017: Grove Park Centre	●	●	●	●	●	●	●	●	●	●	●	●	●
H1020: Woodfield House & Woodleigh Family Centre	●	●	●	●	●	●	●	●	●	●	●	●	●
H1027: Claro Road Depot, Claro Road	●	●	●	●	●	●	●	●	●	●	●	●	●
H2002: Harrogate Police Station, Harrogate	●	●	●	●	●	●	●	●	●	●	●	●	●
H3000: Land adjacent of Knox Sawmills, Harrogate	●	●	●	●	●	●	●	●	●	●	●	●	●
H3001: Bilton Triangle, land adjoining Bogs Lane	●	●	●	●	●	●	●	●	●	●	●	●	●
H3013: Land North of Masefield Close	●	●	●	●	●	●	●	●	●	●	●	●	●
H3014: School Playing Fields off Claro Park	●	●	●	●	●	●	●	●	●	●	●	●	●
H3020: Kingsley Farm	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Harrogate South East</b>													
H14: Hornbeam Park	●	●	●	●	●	●	●	●	●	●	●	●	●
H21: Fulwith Mill Lane	●	●	●	●	●	●	●	●	●	●	●	●	●
H31: Land SE of Showground	●	●	●	●	●	●	●	●	●	●	●	●	●
H40: Convent of the Holy Child	●	●	●	●	●	●	●	●	●	●	●	●	●
H60: Hornbeam Park, Harrogate	●	●	●	●	●	●	●	●	●	●	●	●	●
H1004: Harrogate College, Hornbeam Park	●	●	●	●	●	●	●	●	●	●	●	●	●
H1013: Spa Lane, Harrogate	●	●	●	●	●	●	●	●	●	●	●	●	●
H1021: Harrogate & Meadowbank Centres, 'S' Beck	●	●	●	●	●	●	●	●	●	●	●	●	●
H3002: Land North of Crimple Farm	●	●	●	●	●	●	●	●	●	●	●	●	●
H3015: Land adjacent to Hookstone Beck	●	●	●	●	●	●	●	●	●	●	●	●	●
H3016: College Playing Fields, Hornbeam Park	●	●	●	●	●	●	●	●	●	●	●	●	●
H3019: Harrogate Town Football Club	●	●	●	●	●	●	●	●	●	●	●	●	●

Impacts	Impact on highway network as a whole (including A1 (m) where appropriate)	Impact on arterial road network	Impact on local distributor roads	Impact on residential streets	Severance	Connectivity to key bus / rail network	Environmental impacts of increased traffic	Connectivity to cycle network in cycling implementation plan	Attractiveness of walking environment to access services and facilities	Road safety	Ability to mitigate against impacts	Potential Air Quality issue	Accessibility to jobs, shops and services
Site Ref:													
<b>Harrogate South West</b>													
H27: Land at Jackland House Farm	●	●	●	●	●	●	●	●	●	●	●	●	●
H27a: Land to South of Cardale Park	●	●	●	●	●	●	●	●	●	●	●	●	●
H27(1): Land at Jackland House Farm	●	●	●	●	●	●	●	●	●	●	●	●	●
H32: Land at Cardale Park West	●	●	●	●	●	●	●	●	●	●	●	●	●
H32(1): Land at Cardale Park West	●	●	●	●	●	●	●	●	●	●	●	●	●
H32(2): Land at Cardale Park West	●	●	●	●	●	●	●	●	●	●	●	●	●
H39: B.T. Training Centre St. George's Walk	●	●	●	●	●	●	●	●	●	●	●	●	●
H77: Land at Beckwith Head	●	●	●	●	●	●	●	●	●	●	●	●	●
H108: Rossett Manor, Leadhall Lane	●	●	●	●	●	●	●	●	●	●	●	●	●
H1015: Rear of 7 Rossett Drive, Harrogate	●	●	●	●	●	●	●	●	●	●	●	●	●
H1022: Harrogate Racquets Club, Firs Rd	●	●	●	●	●	●	●	●	●	●	●	●	●
H2003: Land at Harrogate Grammar School, Harrogate	●	●	●	●	●	●	●	●	●	●	●	●	●
H3003: Land at Firs Grove, Harrogate	●	●	●	●	●	●	●	●	●	●	●	●	●
H3004: Land South West of Throstle Nest Drive, Harrogate	●	●	●	●	●	●	●	●	●	●	●	●	●
H3005: Land at Castlehill Farm, Harrogate	●	●	●	●	●	●	●	●	●	●	●	●	●
H3008: Extension at Cardale Park	●	●	●	●	●	●	●	●	●	●	●	●	●
H3008(1): Land at Cardale Park West	●	●	●	●	●	●	●	●	●	●	●	●	●
H3017: Land East of Leadhall Lane and Church Lane	●	●	●	●	●	●	●	●	●	●	●	●	●
H3018: Land South of Whinney Lane	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Harrogate North West</b>													
H2: Land West of Oaker Bank	●	●	●	●	●	●	●	●	●	●	●	●	●
H3: Land North of Penny Pot Lane	●	●	●	●	●	●	●	●	●	●	●	●	●
H3(1): Land North of Penny Pot Lane	●	●	●	●	●	●	●	●	●	●	●	●	●

Impacts	Impact on highway network as a whole (including A1 (m) where appropriate)	Impact on arterial road network	Impact on local distributor roads	Impact on residential streets	Severance	Connectivity to key bus / rail network	Environmental impacts of increased traffic	Connectivity to cycle network in cycling implementation plan	Attractiveness of walking environment to access services and facilities	Road safety	Ability to mitigate against impacts	Potential Air Quality issue	Accessibility to jobs, shops and services
Site Ref:													
H8(1): Land North of Skipton Road, Harrogate	●	●	●	●	●	●	●	●	●	●	●	●	●
H8: Land to N of A59, Skipton Rd	●	●	●	●	●	●	●	●	●	●	●	●	●
H9(1): Land to East of Otley Road, Killinghall	●	●	●	●	●	●	●	●	●	●	●	●	●
H9: Land to N of A59 & E of Otley Rd	●	●	●	●	●	●	●	●	●	●	●	●	●
H17: Land at Penny Pot Lane	●	●	●	●	●	●	●	●	●	●	●	●	●
H18: Land N of Eastville Cottage, Ripon Road	●	●	●	●	●	●	●	●	●	●	●	●	●
H19: Nitter Hill, Penny Pot Lane	●	●	●	●	●	●	●	●	●	●	●	●	●
H19a: Nitter Hill, Penny Pot Lane	●	●	●	●	●	●	●	●	●	●	●	●	●
H22: Grange Farm, Skipton Road	●	●	●	●	●	●	●	●	●	●	●	●	●
H25: Land at Harlow Hill, E of Crag Lane	●	●	●	●	●	●	●	●	●	●	●	●	●
H37: Land SW of Cornwall Road	●	●	●	●	●	●	●	●	●	●	●	●	●
H104: Land at Cornwall Road	●	●	●	●	●	●	●	●	●	●	●	●	●
H105: Land West of Harlow Moor Road	●	●	●	●	●	●	●	●	●	●	●	●	●
H105(1): Land West of Harlow Moor Road	●	●	●	●	●	●	●	●	●	●	●	●	●
H1023: Spa Tennis Club, Kent Drive, Harrogate	●	●	●	●	●	●	●	●	●	●	●	●	●
H3006: Extension North of Skipton Road	●	●	●	●	●	●	●	●	●	●	●	●	●
H3007: Extension North of Penny Pot Lane	●	●	●	●	●	●	●	●	●	●	●	●	●
H3010: Land South of Queen Ethelburgha's Estate	●	●	●	●	●	●	●	●	●	●	●	●	●
H3011: Killinghall Moor Country Park	●	●	●	●	●	●	●	●	●	●	●	●	●
H3012: Centre of Oakdale Golf Course	●	●	●	●	●	●	●	●	●	●	●	●	●
H3021: Land North of Skipton Road, Harrogate	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Knareborough</b>													
K2b: Manse Farm	●	●	●	●	●	●	●	●	●	●	●	●	●
K2b(2): Manse Farm	●	●	●	●	●	●	●	●	●	●	●	●	●

Impacts	Impact on highway network as a whole (including A1 (m) where appropriate)	Impact on arterial road network	Impact on local distributor roads	Impact on residential streets	Severance	Connectivity to key bus / rail network	Environmental impacts of increased traffic	Connectivity to cycle network in cycling implementation plan	Attractiveness of walking environment to access services and facilities	Road safety	Ability to mitigate against impacts	Potential Air Quality issue	Accessibility to jobs, shops and services
Site Ref:													
K4: Land at Boroughbridge Road	●	●	●	●	●	●	●	●	●	●	●	●	●
K7: Land W of A6055 N of Knaresborough	●	●	●	●	●	●	●	●	●	●	●	●	●
K9: S of Bar Lane & N of Hazelheads Lane	●	●	●	●	●	●	●	●	●	●	●	●	●
K9(1): S of Bar Lane & N of Hazelheads Lane	●	●	●	●	●	●	●	●	●	●	●	●	●
K16: Former Cattle Market, Stockwell Road	●	●	●	●	●	●	●	●	●	●	●	●	●
K18: Former Timber Yard, Hambleton Road	●	●	●	●	●	●	●	●	●	●	●	●	●
K19: Wetherby Road	●	●	●	●	●	●	●	●	●	●	●	●	●
K25: Land off Wetherby Road	●	●	●	●	●	●	●	●	●	●	●	●	●
K1002: Former nursery, Halfpenny Lane	●	●	●	●	●	●	●	●	●	●	●	●	●
K1003: Land at Halfpenny Lane, North	●	●	●	●	●	●	●	●	●	●	●	●	●
K1007: Stockwell Lane	●	●	●	●	●	●	●	●	●	●	●	●	●
K2001: Land to South of Market Flat Lane, Scriven	●	●	●	●	●	●	●	●	●	●	●	●	●
K2005: Community Education Centre, Chain Lane, Knaresborough	●	●	●	●	●	●	●	●	●	●	●	●	●
K3000: Land North of Ripley Road, Knaresborough	●	●	●	●	●	●	●	●	●	●	●	●	●
K3001: Land North of Water Lane, Knaresborough	●	●	●	●	●	●	●	●	●	●	●	●	●
K3002: Land South of Water Lane, Knaresborough	●	●	●	●	●	●	●	●	●	●	●	●	●
K3003: Land at Abbey Road, Knaresborough	●	●	●	●	●	●	●	●	●	●	●	●	●
K3005: Land South of Wetherby Road	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Ripon</b>													
R2a: Land at Littlethorpe Manor	●	●	●	●	●	●	●	●	●	●	●	●	●
R3: Ripon Grammar School, land off Kirkby Rd	●	●	●	●	●	●	●	●	●	●	●	●	●
R6: Snow Close Farm	●	●	●	●	●	●	●	●	●	●	●	●	●
R7: Springfield Close Farm	●	●	●	●	●	●	●	●	●	●	●	●	●

Impacts	Impact on highway network as a whole (including A1(m) where appropriate)	Impact on arterial road network	Impact on local distributor roads	Impact on residential streets	Severance	Connectivity to key bus / rail network	Environmental impacts of increased traffic	Connectivity to cycle network in cycling implementation plan	Attractiveness of walking environment to access services and facilities	Road safety	Ability to mitigate against impacts	Potential Air Quality issue	Accessibility to jobs, shops and services
Site Ref:													
R10: Land at Ripon Auction Mart, North Road	●	●	●	●	●	●	●	●	●	●	●	●	●
R11: Gas Works, Stonebridgeway	●	●	●	●	●	●	●	●	●	●	●	●	●
R16: Ash Grove Industrial Estate	●	●	●	●	●	●	●	●	●	●	●	●	●
R17: Old Goods Yard, Hutton Bank, Ripon	●	●	●	●	●	●	●	●	●	●	●	●	●
R23: Red House, Palace Road	●	●	●	●	●	●	●	●	●	●	●	●	●
R32: Land at Bishopton	●	●	●	●	●	●	●	●	●	●	●	●	●
R36: Land at Mallorie Park Drive, Ripon	●	●	●	●	●	●	●	●	●	●	●	●	●
R42a: Land off Tower Road	●	●	●	●	●	●	●	●	●	●	●	●	●
R42: Land off Tower Road	●	●	●	●	●	●	●	●	●	●	●	●	●
R44: Ripon Fire Station, Stonebridgeway	●	●	●	●	●	●	●	●	●	●	●	●	●
R400: Land at Whitcliffe Lane, Ripon	●	●	●	●	●	●	●	●	●	●	●	●	●
R1001: Dallamires, Ripon	●	●	●	●	●	●	●	●	●	●	●	●	●
R1004: The Wolseley Centre, Harrison Way	●	●	●	●	●	●	●	●	●	●	●	●	●
R1005: Land off North Road, Ripon	●	●	●	●	●	●	●	●	●	●	●	●	●
R1006: Land off Knaresborough Road, Ripon	●	●	●	●	●	●	●	●	●	●	●	●	●
R2000: Ripon Police Station, Ripon	●	●	●	●	●	●	●	●	●	●	●	●	●
R3005: The Cathedral Choir School	●	●	●	●	●	●	●	●	●	●	●	●	●