

North Yorkshire Council

Environment Executive Members

13 September 2024

Ripon Market Place Resurfacing Scheme

Report of the Assistant Director - Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

1.0 PURPOSE OF REPORT

- 1.1 To recommend a surface material change on the carriageway around the Market Place in Ripon and to commence procurement and delivery of these works which are part of the annual capital maintenance programme.
- 1.2 The report will cover the various resurfacing options considered, taking into account factors such as material durability, ease of maintenance, safety for pedestrians and vehicles, and the impact on the heritage value of this historic site and responses received to consultation.

2.0 BACKGROUND

- 2.1 A previous scheme that was funded approximately 20 years ago changed the surfacing of the carriageway around the Market Place in Ripon from asphalt to a combination of stone and tegula blocks. Since this initial scheme, there have been subsequent works in this area to repair the carriageway due to recurring damage.
- 2.2 Since the installation of the tegula blocks, frequent repairs have been required due to the surface shifting and cracking. Over time, reinstating the surface has become increasingly challenging, leading to numerous patches being replaced with asphalt. This has resulted in the disjointed and uneven appearance the area has today.
- 2.3 Due to its current appearance and the frequent repairs that have been carried out, there have been calls from the local community and local Members to change the material of the carriageway to a more traditional material, primarily bituminous based which ties into the surrounding streets.
- 2.4 As a result of these requests and the ongoing maintenance liability, officers are proposing to resurface the carriageway with black asphalt to create a continuous and seamless surface that matches the adjoining roads. It will also result in less noticeable reinstatements in future from utility works for example, ensuring the surface maintains its appearance for years to come. To preserve the character of the marketplace, designers have incorporated the re-use of some of the tegula blocks where feasible within the channels of the carriageway and in the loading bays/taxi rank. This approach will blend the new asphalt surface with the historic elements, maintaining some of the area's traditional aesthetic.

3.0 DETAILED PRESENTATION OF THE SUBSTANTIVE ISSUE

- 3.1 The current construction of the carriageway in this location consists of a concrete base layer, overlaid with paving blocks bedded into a mortar. Given the repeated surfacing failures in this area, to ensure the most effective and durable pavement solution was prepared, an extensive and detailed investigation was carried out to assess the structural integrity of the existing carriageway and to determine the reason for these failures. This process included rotary coring, trial holes, dynamic cone penetrometer (DCP) testing and

light weight deflectometer (LWD) testing. From this, designers have been able to prepare suitable design solutions for both a 'like for like' replacement of the surface or an asphalt overlay on the concrete raft. The investigation findings indicate that the concrete base is predominantly in sound structural condition, providing a solid foundation for the new design. However, it was also identified that some localised areas will require targeted repairs to address minor deficiencies and ensure the longevity and stability of the pavement system.

- 3.2 The current construction poses a maintenance liability longer term with repairs being both costly and while at the moment the products are still available for purchase, this may not always be the case. If they become unavailable in the future, it could create significant challenges in sourcing replacements, potentially leading to higher costs and the need to find an alternative material which could lead to a patchwork like appearance over time with reinstatements.

4.0 CONSULTATION UNDERTAKEN AND RESPONSES

- 4.1 Officers have undertaken two consultations, the initial consultation was with key stakeholders and the second was with the general public in a radius of the Market Place (7,693 letters sent in total). During this second consultation, officers also hosted a drop-in session for the public at Ripon Town Hall on 08 August 2024 where consultees could attend to ask questions or voice any concerns they have over the proposals.

- 4.2 During the key stakeholder consultation, we received a response rate of 33.3%, with five out of 15 consultees providing feedback. All five responses were supportive of the proposed scheme. The consultees expressed a strong desire for the removal of the tegula blocks. They are concerned about the current safety and negative impact of maintenance reinstatements on the character of the marketplace. The main points highlighted by the supportive responses include:

- Reducing trip hazards
- Minimising noise pollution to create a more pleasant walking environment in the Market Place
- Reducing congestion by simplifying and reducing maintenance requirements

- 4.3 During the public consultation stage, we received a limited response rate of 1%, with six responses expressing their support. Those in favour also believe that the current marketplace looks unsightly and detracts from its overall character.

- 4.4 Furthermore, we had five objections to the proposed scheme. The objections emphasise a desire to preserve the traditional elements of the marketplace whilst addressing traffic and safety concerns through alternative means. The main points highlighted by these responses include:

- A belief that the changes would negatively impact the character and historical integrity of the Market Place.
- Concerns about the need to restrict heavy vehicles from the zone, as they pose a risk to both the structural integrity of the area and the safety of pedestrians.
- A statement that the existing tegula blocks serve as an effective traffic calming measure, helping to reduce vehicle speeds and enhance pedestrian safety.
- Concerns that the removal of the tegula blocks would eliminate an important audio cue for the blind, as asphalt is quieter. This change could make it more difficult for visually impaired individuals to identify when it is safe to cross at uncontrolled crossing points.

- 4.5 There were six responses that were neither in favour nor against the proposed scheme. Their feedback, while not decisive, still offers valuable insights into the communities' perspectives. Please see Appendix A for a detailed summary of responses from the public and Officers responses.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Officers have considered replacing and repairing the existing tegula blocks, essentially creating a like for like surface, with localised repairs to the concrete base where required. Officers however are not proposing to proceed with this option due to the reasons outlined in section 3.2.
- 5.2 Another option considered was incorporating coloured asphalt (heritage surfacing). However, this approach has inherent limitations. Future reinstatements by utility companies or the local highway authority could create a patchwork effect due to variations in material specifications and product availability. Although we could set construction requirements in the Street Gazetteer for reinstatements, if a specific product becomes unavailable, the Highway Authority would have to accept a close match, allowing statutory undertakers to reinstate their trenches. It's important to note that they are only responsible for reinstating the trench, not the entire road. Over time, this could lead to a patchy and unsightly surface, similar to the current issue at the Market Place.

6.0 IMPACT ON OTHER SERVICES/ORGANISATIONS

- 6.1 The construction of this scheme is expected to cause disruption due to its location and the one-way arrangements around the Market Place. It also serves as a key link to the businesses on the Market Place including loading and unloading for those businesses as well as market days, parking, tourists, buses, taxis, and the daily activities of local residents. However, the delivery of this scheme has been carefully planned, with a traffic management phasing strategy that ensures at least one side of the market place remains open at all times to minimise disruption as much as possible. It is anticipated that these works will take an estimated 1-2 months. Officers are committed to ensuring regular and clear communication throughout this process to make it as smooth as possible for both businesses and residents in Ripon. This will consist of engaging with key stakeholders and businesses with weekly updates in advance of the works and throughout construction. Officers will work with Local Councillors and stake holders such as Ripon BID to create this link between businesses to assist in this communication.

7.0 FINANCIAL IMPLICATIONS

- 7.1 The work will be funded through the annual capital maintenance programme in the financial year 2024/25 and currently has a combined approved budget £830,000. This is split across three named schemes in the capital programme which are U2392 Duck Hill, Ripon (£100,000), C423 Kirkgate, Ripon (£100,000) and C422 Market Place R&R (£630,000).

8.0 LEGAL IMPLICATIONS

- 8.1 In making these proposals officers understand that to enable the works to take place, Temporary Traffic Regulation Orders pursuant to the Road Traffic Regulation Act 1984 section 14 will need to be in place to both close the road and for any other alterations to traffic restrictions currently in place to facilitate the works to take place safely for the work duration. Officers will have regard to the statutory duties in the Road Traffic Regulation Act 1984, in particular section 122 in making the orders and will follow the necessary process for organising these orders which will then be put in place by the Councils appointed contractors during construction.

9.0 EQUALITIES IMPLICATIONS

- 9.1 Consideration has been given to the potential for any adverse equalities impact arising from the recommendations of this report. Officers believe the recommendations included in the report are positive in the long term, as they will eliminate trip hazards by creating a smooth surface. This improvement will significantly benefit individuals who are less sure-footed, including the disabled, elderly and young.

- 9.2 However, during the construction phase, there may be negative impacts on individuals who are disabled, those who are less sure-footed, and those who are visually impaired. As the traffic management will change during the various phases of construction, the road layout will be altered and some areas will be blocked off which will make it difficult for these groups to navigate the area safely. This could potentially lead to increased difficulty in mobility. Therefore, it is crucial for officers to monitor the impacts noted and to engage with affected groups to minimise and mitigate any adverse effects during the short-term period.
- 9.3 The proposal will have a positive impact on noise reduction by creating a smooth surface, this is overall positive, but as has been highlighted in some of the responses included in Appendix A as an impact when paired with electric vehicles. The surfacing being proposed is industry standard and not a reduced specification. The designated crossing points within the scheme extents will also have tactile paving and are currently on raised tables. These tables will be retained as part of the scheme so provide both a calming effect in the Market Place as well as creating noise when vehicles traverse these features. The current speed limit through the scheme is 20mph as well which is complimented by the traffic calming.
- 9.4 Furthermore, the recommendations do not have any adverse impacts on any of the protected characteristics identified in the Equalities Act 2010 or NYC's additional agreed characteristics. The completed Equalities Impact Assessment screening form can be found in Appendix B.

10.0 CLIMATE CHANGE IMPLICATIONS

- 10.1 Consideration has been given to the potential for any adverse impacts on climate change arising from the recommendations of this report. A climate change assessment has been completed and included as Appendix C to this report. Where negative impacts have been identified officers will mitigate these as far as possible as outlined in the appendix.

12.0 REASONS FOR RECOMMENDATIONS

- 12.1 Officers are making these recommendations for the following reasons:
- i) to respond to requests from the local community to change the material of the carriageway around the Market Place ensuring a consistent look and reduce maintenance liability going forward. Officers are recommending the change of material to asphalt to reduce the maintenance costs and liability in the future which will in turn minimise disruption for businesses and the public.
 - ii) to commence construction, Officers will need to procure the work with a relevant contractor to enable the work to take place.

13.0 RECOMMENDATIONS

- 13.1 For the Corporate Director of Environment in consultation with the Executive Member for Highways and Transportation to:
- i. approve the proposed change of material from the concrete tegula blocks to an asphalt flexible material to reduce maintenance liabilities and cost, improve the overall look of the Market Place.
 - ii. authorise commencement of procurement for the construction works to return the surface to asphalt.

APPENDICES:

- Appendix A – Consultation and Responses
Appendix B – Equalities Impact Assessment
Appendix C – Climate Change Assessment

BACKGROUND DOCUMENTS: None

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Northallerton
10 September 2024

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Presenter of Report – Heather Yendall – Improvement Manager

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

Key Stakeholder Consultation			
Consultation respondent	For/Against	Response	Officer Response
Ripon BID	For	<p>We support the repair and tarmacing of the roads around Ripon Market Place. The new surface and repair will reduce the current trip hazards and greatly reduce the noise from vehicles driving over the current damaged sets creating a much more pleasant environment.</p> <p>We would stress that this work would need to be completed in sections to avoid excess disruption to traders and should be completed before the Easter holidays begin.</p>	<p>The timing for the delivery of the works and the impact this has on traders will be taken into consideration. An associated communication plan will be developed to ensure the impact on local traders is kept to a minimum.</p> <p>The work will be delivered in phases and information regarding the programme will be provided to businesses in the area to enable them to plan their operations accordingly.</p>
Cllr Andrew Williams	For	As you are already aware this scheme has my support it is very important that this issue is resolved as a matter of urgency.	Noted.
Passenger Transport	For	<p>Whilst appreciating the importance of the appearance of the Market Place area, the move to an asphalt surface would decrease the amount of maintenance and therefore reduce delays and congestion to movements around the Market Place when the maintenance needs to be carried out. In view of this we would support the move to an asphalt surface.</p> <p>The move towards electric vehicles will increase the weights of vehicles in the Market Place which is likely to cause additional damage to a tegular block surface going forward.</p>	Noted and agreed.
Ripon Civic Society	For	<p>We are aware of the problems from which the tegular blocks have suffered since first laid down.</p> <p>The volume of heavy traffic – not least the regular 36 bus service – has undoubtedly very much exacerbated these problems. The ultimate solution to their retention would be to remove such traffic from the Market Place. We are aware, of course of the opposition to any such move.</p> <p>We have therefore concluded that we can accept the replacement of the blocks with an asphalt material, as proposed. We suggest that, in order to provide a visual and practical link to the retained blocks on the centre of the Market Place and the pavements consideration should be given to crossing strips that retain the blocks at strategic crossing points.</p>	<p>Alterations to bus routes and movements around the city centre and Market Place are outside of the scope of this maintenance scheme.</p> <p>The main Market Square will be unaffected by this proposal, only the carriageway is proposed to be altered, but designers plan to retain the tegula blocks in the loading bays, taxi rank and in the channels of the carriageway to minimise the visual impact as much as feasible.</p> <p>Placing blocks transversely across the existing tables will cause failure when vehicles run over them which is the reason for not pursuing this option.</p>
Ripon Together	For	It is fair to say that several would prefer to see sets retained in the longer term as they fit the historic nature of the market place. However, if the market place is to remain open to traffic, it is clear that measures	The desire to retain the historic character of the market place is understood and shared. The proposal aims to balance preservation with practicality to ensure the area

	<p>will have to be taken in the short term to ensure that it can flow smoothly. It is also clear that putting down asphalt in areas where the sets have shifted is not great on the eye and therefore a poor solution.</p> <p>You mention that there is to be a wider public consultation and that you are surveying the ground conditions currently. We understand the pressures on council budgets currently and can see that a uniform surface made of a cheaper material will be an attractive solution. However, in that consultation, you will wish to be able to explain why it is not possible to create foundations fit for sets, but it is possible to do so for asphalt. Alternatively, if the argument is that the foundations will always be poor, then it would be wise to have an answer on whether other options such as weight restrictions have been considered. It might also be possible to retain sets in those parts of the market place which see least traffic (e.g. in front of the Town Hall).</p>	<p>remains accessible and functional. The designers plan to retain the tegula blocks in areas where it is feasible to do so to minimise the visual impacts as much as possible.</p> <p>The findings from our thorough investigations indicate that, while repairs will be made to the concrete pads beneath the tegula blocks where necessary, a flexible pavement remains the most suitable option. Asphalt provides the required flexibility to adapt to the underlying ground conditions.</p>
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Public Consultation			
Consultation respondent	For/Against	Response	Officer Response

	For	Our comments remain unchanged from our last response.	
Ripon Civic Society	For	I refer you to our letter of 8 December 2023 when we were last consulted on this matter. We wrote then: 'we aware of the problems from which the tegular block have suffered since first laid down. The volume of heavy traffic – not least the regular 36 bus service – has undoubtedly very much exacerbated these problems. The ultimate solution to their retention would be to remove such traffic from the Market Place. The Society is aware, of course, of the opposition to any such move. 'We have therefore concluded that we can accept the replacement of the blocks with an asphalt material, as proposed. We suggest that, in order to provide a visual and practical link to the retained blocks on the centre of the Market Place and the pavements consideration should be given to crossing strips that retain the blocks at strategic crossing points	The blocks in the central Market Place will be unaffected by the works and we are proposing to keep the taxi rank and loading bays in their current composition and to incorporate blockwork in the channels of the carriageway in an effort to minimise the visual intrusion.
Ripon Resident	For	<p>Many thanks for your letter dated 19 July.</p> <p>Yes, I would agree that the current blocks look untidy, with all the various roadworks over the years. Whilst I can understand that the original reason for laying them was to keep in line with the ancient history of the town, they now look unsightly and impractical.</p> <p>I have to express some amazement that a cost of c. £700k will be incurred to restore the whole surface back to asphalt. However, I am supportive of the proposal.</p> <p>Whilst writing, I would like to express disappointment that for 6 days of the week, the beautiful market place is simply an ugly car park, and an open space. If this area was in any European town it would be a magnet for tourists, by having stalls selling food, beverages, and retail with appropriate seating. Doing so would It bring a lot more visitors to the town, and income.</p> <p>Just a thought. Perhaps this should be brought to the attention of Ripon Bid?</p>	<p>The budget ascertained for the works is to cover replacement of the concrete bays underneath the blockwork and to account for increases to programme duration as a result if any areas not currently identified require repair or replacement. The cost also includes traffic management and ambassadors.</p> <p>Officers note the comment about the central area of the Market Place.</p> <p>Ripon BID are recognised key stakeholder in the area and have been consulted on the proposals.</p>
Ripon City Council	For	<p>We have agreed to support the Highway Maintenance Scheme for Ripon Market Place.</p> <p>The condition of the highway at Moss's arcade was also discussed and it was proposed that this area could be added to the scheme and the work carried out at the same time to avoid 2 separate periods of disruption. Please could you advise if this is at all possible?</p>	It is not feasible to add Moss Arcade to this scheme due to cost and programme duration, but it has been added to the forward capital programme for inclusion in a future years annual capital maintenance programme.

Ripon Disability Forum	For	<p>We have considered the proposed scheme and although we acknowledge that the visual appearance will not be as pleasing, the suggested material will be a more durable and practical surface. The current surface does work loose from time to time, and this can be difficult for people who are not so sure footed or using a wheelchair.</p> <p>We would ask that consideration be given to all crossings to ensure they are all accessible for people with a disability and in particular that the raised kerb just in front of the traffic lights at the Town Hall end of the Market Place near Newton's be repaired. We would also suggest that rather than small patches, the whole width of the carriage is covered when Utility Companies repair the road.</p> <p>Finally, we would ask for improved signage on and off the Market Place.</p>	<p>Agreed, the current surfacing can cause issues for people in wheelchairs or who are not sure footed and the proposed scheme will minimise that impact by having the crossing points in a smooth asphalt surface.</p> <p>All crossing points will be assessed in line with the latest guidance to ensure they meet the requirements and if not any alterations will be included in the scheme.</p> <p>It's unfortunately not possible to get utility companies to carry out full width reinstatements after their work. They are required to reinstate in line with the New Roads and Streetworks Act 1991 and the Specification for the Reinstatement of Openings in the Highway.</p>
Ripon Resident	For	<p>I have lived in Ripon for over 20 years and have always thought the use of stone blocks as bonkers. Whoever decided to do this really should give some explanation why???</p> <p>Clearly it has never been fit for purpose and it has left the whole market square an eyesore. What should be a valuable asset to Ripon has been destroyed but this is not only a consequence of the road surface. It would be very nice if the Council did a review of our market square and how it should be used. Clearly the current road system is inadequate and restrictions should be in place.</p> <p>In answer to your request for feedback. I think it makes sense to use a surface fit for purpose and not a surface that is going to require constant repairs. An asphalt surface makes sense but perhaps rather than a black finish perhaps a coloured finish could be used. Not suggesting anything bright but perhaps a dark burgundy or something???</p>	<p>Heritage surfacing (coloured surfacing) comes with inherent limitations. Future reinstatements could lead to a patchwork effect, especially due to variations in material specifications and product availability.</p> <p>Although we can specify construction requirements in the Street Gazetteer for reinstatements, if a specific product becomes unavailable, we would need to accept a close match to allow utility companies to reinstate their trenches. Additionally, these companies are only responsible for reinstating the trench itself, not the entire road. Over time, coloured surfacing and specialised materials can become patchy and unsightly due to these reinstatements, which is one of the issues currently faced in the Market Place. Our primary goal remains to create a surface that minimizes maintenance while still preserving the visual appeal of the area.</p> <p>The blocks in the central Market Place will be unaffected by the works and we are proposing to keep the taxi rank and loading bays in their current composition and to incorporate blockwork in the channels of the carriageway in an effort to minimise the visual intrusion.</p>

Ripon Business Owner	Neither for nor against	<p>Thank you for your letter of 19th July about Ripon Market Place, Carriageway surfacing scheme. I have 2 concerns.</p> <p>1. The first is to maintain the historical value of the marketplace famously (called “the finest and most beautiful square that is to be seen of its kind in England” by Daniel Defoe in 1726). Obviously, we wouldn’t want Ripon market place to be degraded by the wrong road surfacing. On the other hand we’d approve of a single surface throughout which would prevent constant repairs and maintenance in the future.</p> <p>2. Major works undertaken in Ripon Market Place should avoid the peak times of the year for retail ie November/December (Christmas). This is extremely important to all retail businesses in Ripon. Our experience is that trade is badly damaged by road works and the perception by customers and residents that Ripon is “closed for business”. I really cannot emphasise enough how critical this is. I would strongly suggest that the work must be done in September or be delayed until January/February. Closing the market place causes traffic chaos throughout Ripon and this affects all centrally located retail businesses which are already having a difficult time. Closing in November/ December could put retailers out of business permanently as they rely so heavily on Christmas trade.</p>	<p>To minimise the visual impact and to maintain some of the character, the main Market Square will be unaffected, and the designers plan to retain the tegula blocks in the loading bays, taxi rank and in the channels of the carriageway to minimise the visual impact as much as feasible.</p> <p>The timing for the delivery of the works and the impact this has on traders will be taken into consideration. An associated communication plan will be developed to ensure the impact on local traders is kept to a minimum.</p> <p>The work will be delivered in phases and Information regarding the programme will be provided to businesses in the area to enable them to plan their operations accordingly.</p>
Ripon Resident	Neither for nor against	<p>I don't have any questions or disagreement of the above work to be carried out, i rely on all public transport and walking. I sometimes wistfully think that wouldn't it be lovely to reclaim our historic market place to be used for sitting outside socially</p>	<p>The current focus of the project is on ensuring that the surface is safe and functional for all users, including vehicles. Returning the market place to pedestrian use is out of the scope of the works.</p>

		<p>talking, eating and enjoying the architecture, instead of our market place being used as a car park with all the pollution this causes, along with the buses as well. I suffer with asthma and along with the effects of the Climate crisis this is a potent mix for me and fellow sufferers have to endure. Of course delivery vehicles would have to park in. Market Place. I believe though that this will probably never materialise so i will carry on Taking my medication and breathing in the toxic fumes and air in Ripon city centre.</p>	
Ripon Resident	Neither for nor against	<p>I wish to raise my concerns regarding the proposed market place scheme, whereby North Yorkshire council may look to resurface the market place with an asphalt material.</p> <p>My understanding is that the existing scheme was designed after careful consideration to enhance the look and feel of the historic market place and to promote tourism. However, due to the continued use of the market place area by goods vehicles and busses, the tegular blocks of stone and their foundation regular become damaged.</p> <p>Could I ask why the Council are seeking to take this option rather than to review and further enhance the market place with options to reduce the levels of traffic which pass through. Could consideration be given to enhancing and increasing pedestrian rights and the scale of pedestrian areas in the market place.</p> <p>I have seen fantastic central areas in Europe which allow road access at incredibly low speeds (10kmph) where vehicles must give way to all pedestrians. This sees enhanced centres where vehicles are less attracted to their use and the public spaces are much enhanced.</p> <p>I think it is time that Ripon took a holistic approach to visitors, vehicle access, especially parking and generated a scheme which is fit for purpose and seriously considers whether the prioritising of city centre parking over the use of our central public spaces for recreation, events and enjoyment to support tourism.</p>	Alterations to bus routes and movements around the city centre and Market Place are outside of the scope of this maintenance scheme.
Ripon Resident	Neither for nor against	<p>As I understand it, English Heritage put a significant amount of money into the scheme, and it was EH who wanted a replacement to asphalt surfacing and wanted blocks to be used instead. The engineers who designed the scheme chose Marshalls 'Tegula' blocks, incorrectly spelt (by the way) in your letter as 'tegar'.</p>	Previous communications have been had with the National Lottery fund regarding this. This indicated the initial scheme was National Lottery funded and awarded 22/09/1999 and NYC required to maintain this surfacing for 25 years.

		<p>To be fair the choice of blocks was probably a bad idea, as the roads were re-done at least twice – one occasion was just before the late Queen Elizabeth and Prince Phillip visited some years ago. They have not stood the test of time and the reinstatements in tarmac have been a disgrace to a city that the current King Charles III was very keen on as an ancient city with its ancient buildings and narrow streets. Importantly, I will talk about narrow streets at the end of this email.</p> <p>Some years ago when a 36 Bus ran over the ramp outside Sainsburys, the top surface of blocks burst and hit the underneath of the bus. The then, current Mayor of Ripon, Adrian Morgan witnessed this. I phoned an engineer at the Area 6 Office and asked what was going to happen to the deteriorating state of the Market Place. The engineer told me then that the designers of the last refurbishment were going to pay for the failure/refurbishment, using presumably an insurance policy for such matters. This would of course save the cost ending up on the County Council and importantly the ratepayers at large.</p> <p>I personally have no objection to the roads round the Market Place being replaced with asphalt, my only concern is that given English Heritage having given a substantial amount of money to the initial scheme, may look on the proposal in a different light. I don't know whether you have had to consult them. I could assume you have, but if they find out what the proposals are, there may be repercussions.</p>	
Ripon Resident	Neither for nor against	<p>As a local resident, I have watched with dismay, as the previous substantial investment in resurfacing the roads with blocks has been compromised through a mix of mis-matched patch repairs by infrastructure contractors and localised subsidence.</p> <p>Clearly, in my view, the continued use of blocks to create a "cobbled" aesthetic would be preferable to using a tarmac alternative. Irrespective, almost exactly the same foundation layer improvements will be an essential prerequisite to any resurfacing, to prevent future "tyre track" subsidence.</p> <p>More importantly, the problem of infrastructure contractors performing patch repairs with inappropriate materials has to</p>	<p>Future reinstatements may create a patchwork effect due to variations in material specifications and availability. Although the Street Gazetteer specifies construction requirements, substitutions may be necessary if a product is unavailable, requiring us to accept close matches. Undertakers are responsible only for reinstating trenches, not the entire road, leading to potential miss match over time. This issue, currently affecting the Market Place, can be mitigated by returning to asphalt, which would maintain a consistent appearance.</p> <p>Additionally, the raised table serves as an uncontrolled crossing point, calmed by a speed hump to slow traffic.</p>

		<p>be addressed. Westminster Council planned to re-cobble an extensive pedestrian precinct, which had suffered earlier patch repairs. The Council issued planning style warning notices to all the relevant local water, electricity, gas, telecommunications and other sub-surface infrastructure operators, effectively telling them that they had “six months to upgrade all the infrastructure under the specified roads, so that no further excavations would be required for the next twenty years, with a legal obligation upon them to pay for the complete resurfacing of the entire area, if they breached that condition”. I would hope that NYC could adopt a similar approach.</p> <p>I have one further and relatively minor observation. The current road layout includes a raised section, on the East side, adjacent to the taxi rank and the arcade style entrance to Sainsbury’s supermarket. It is currently perfectly unclear whether this is an extended traffic calming measure, a pedestrian crossing or neither. Some drivers treat it as a pedestrian crossing and some don’t even slow down at all, rendering it confusing for pedestrians and drivers alike.</p> <p>I hope these observations and recommendation are useful.</p>	<p>According to the updated Highway Code, drivers are now expected to give way when someone is crossing.</p>
Ripon Resident	Against	<p>I received a letter proposing the new road scheme, I don’t like the idea of changing the current style of road to asphalt cause it good the way it is right now, by going ahead with this bad idea it will only create more problems that solutions further down the line, i disagree with this plan and a a current resident of the area it will change my family’s lifestyle for the worse.</p>	<p>The design solution has undergone a thorough review and has been carefully developed to best reflect the current use of the marketplace. The aim of the project is to address the immediate need and functionality of the area as well as providing a sustainable surface for the long term.</p>
Ripon Resident	Against	<p>Please note that I strongly object to this action. I actually can’t believe you’re suggesting this.</p>	<p>Noted</p>
Ripon Resident	Against	<p>I note all you say about the condition of the road surface and the possibility of changing the material. I would urge you resist that change. You are in the unfortunate situation of having many roads in historic and picturesque situations all of which add considerably to the attractiveness of a place, but which are more expensive to maintain. I think your concerns about a patchwork appearance in the event of future repairs are overstated. The overall appearance of the current road surface is consistent with the historic centre of the city and should where possible be preserved. It</p>	<p>Alterations to bus routes and movements around the city centre and Market Place are outside of the scope of this maintenance scheme.</p>

		would be consistent with the surface of the market area and as such presents a homogeneous picture of a historic centre. I do not know if it a possibility but suspect that one reason for the wear and tear is that the roads are used by heavy vehicles such as the 36 bus and larger delivery vehicles. If there is any way they can be re routed so as to avoid the roads around the square that might help. Best of luck in finding an answer.	
Ripon Resident	Against	<p>I am in receipt of your letter in respect of the proposed resurfacing scheme dated 19 July 2024 and wish to register an objection to the proposals on the following grounds:</p> <ol style="list-style-type: none"> 1. As your letter recognises, the proposal to replace the tegular block will dramatically alter the character of the marketplace, and it is my opinion that this will not be for the better. The tegular block provide a unique charm and are in keeping and maintain the look and feel of Ripon as a quaint market town. 2. The tegular blocks act as a safety measure, since the physical nature of the blocks create an uneven surface that promotes and enforces reduced vehicular speeds 3. The audio cue from the blocks also is a constant warning to drivers for the need to reduce speed. 4. The tegular blocking also provides audio warning to the many pedestrians who use the marketplace, making them aware of the presence of on-coming vehicles. 5. Points 3 and 4 are particularly poignant given the increasing number of electric (near silent) vehicles using the area around the marketplace. <p>In summary, whilst I appreciate that Councils are having to seek ways to reduce costs, I think the loss of aesthetics and potential reduction in both vehicular and pedestrian safety by this proposal makes keeping the tegular blocks a cost worth paying.</p>	<p>Officers understand the need to retain the historic character of the marketplace. To minimise the visual impact and to maintain some of the character, the main Market Square will be unaffected, and the designers plan to retain the tegula blocks in the loading bays, taxi rank and in the channels of the carriageway to minimise the visual impact as much as feasible.</p> <p>We are retaining the speed humps which provide traffic calming. There is a 20mph speed limit in place and this will not change.</p> <p>All crossing points will be assessed in line with the latest guidance to ensure they meet the requirements and if not any alterations will be included in the scheme.</p>
Ripon Resident	Against	I would like to register my objection to the replacement of tegular blocks with asphalt on the road around Ripon Market Place. This will completely alter the character of the Market Place which is one of the attractions of the historic city of Ripon.	Officers understand the need to retain the historic character of the marketplace. To minimise the visual impact and to maintain some of the character, the main Market Square will be unaffected, and the designers plan to retain the tegula blocks in the loading bays, taxi rank and in the channels of the carriageway to minimise the visual impact as much as feasible.

		<p>Although I understand the economics of replacing the tegular blocks, asphalt is very harsh and unattractive and will do nothing to enhance the appearance of the centre of the city.</p> <p>Is there no alternative material which could be used which would not be detrimental to the character of the Market Place?</p>	<p>The asphalt material will form a continuous surface from connecting roads giving the area a seamless appearance.</p> <p>The use of a readily available material such as ashphalt will ensure a long term consistent appearance, with the ability to address ongoing maintenance repairs in a reactive and timely manner.</p>
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Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate			
Service area	Area 6 – Boroughbridge		
Proposal being screened	Ripon Market Place Resurfacing scheme		
Officer(s) carrying out screening	Charlotte Beattie		
What are you proposing to do?	Resurface Ripon Market Place from tegular blocks to asphalt material		
Why are you proposing this? What are the desired outcomes?	To create a uniform surface in the Market Place which then connects with the surrounding roads in Ripon. To minimise maintenance in the future and by doing so also minimise impacts on business and the public which can arise as the result of repairs.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	The proposal has a current approved total budget of £830,000 and will involve removing existing tegula blocks and replacing with an asphalt surface throughout the scheme extent.		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> • To what extent is this service used by particular groups of people with protected characteristics? • Does the proposal relate to functions that previous consultation has identified as important? • Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age	✓		
Disability	✓		
Sex		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
People in rural areas		✓	

People on a low income		✓	
Carer (unpaid family or friend)		✓	
Are from the Armed Forces Community		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.	<p>The proposal relates to an area where there are potential impacts, particularly concerning disabled individuals, those who are less sure-footed, and visually impaired people. During the construction phase, the changing traffic management, including altered road layouts and blocked-off areas, could affect these groups' ability to navigate the area safely. This could temporarily reduce their access to public spaces and services, potentially leading to increased difficulties in mobility and safety concerns. Therefore, it is crucial to monitor these impacts closely and engage with affected groups to mitigate any adverse effects during the construction period. The local disability forum was consulted on this proposal and they were in support of the proposal, but full officer comments can be found on Appendix A. Prior to construction, Officers will engage with representatives from these communities to understand their needs during construction and adjusting our approach accordingly. By maintaining an open dialogue and ensuring that their concerns are addressed promptly, we can work together to minimise disruptions and enhance safety for all affected individuals.</p> <p>The proposal longer term will reduce trip hazards by providing an even surface to walk on, especially for age and disabled protected characteristics.</p>		
Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	It does not significantly affect EIA and there are controls already in place to minimise impact on individuals with protected characteristics.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	10/09/2024		

Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Version 2: amended 11 August 2021

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Ripon Market Place
Brief description of proposal	Resurfacing of Ripon Market Place to return to asphalt from tegular blocks.
Directorate	Environment
Service area	Area 6 - Boroughbridge
Lead officer	Heather Yendall
Names and roles of other people involved in carrying out the impact assessment	Charlotte Beattie – Project Engineer
Date impact assessment started	23/08/2024

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

Officers have considered replacing and repairing the existing tegula blocks, essentially creating a like for like surface, with localised repairs to the concrete base where required. Officers however are not proposing to proceed with this option due to the reasons outlined in section 3.2 of the report.

Another option considered was incorporating coloured asphalt (heritage surfacing). However, this approach has inherent limitations. Future reinstatements could create a patchwork effect due to variations in material specifications and product availability. Although we could set construction requirements in the Street Gazetteer for reinstatements, if a specific product becomes unavailable, the Highway Authority would have to accept a close match, allowing statutory undertakers to reinstate their trenches. It's important to note that they are only responsible for reinstating the trench, not the entire road. Over time, this could lead to a patchy and unsightly surface, similar to the current issue at the Market Place.

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

Returning the surface material to asphalt will reduce maintenance costs in the future. Officers believe that an asphalt material will have a positive impact on our reactive maintenance costs as it is much easier to reinstate and the materials are cheaper and it is a quicker to lay compared to the current material.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> Changes over and above business as usual Evidence or measurement of effect Figures for CO₂e Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel			x	<p>Temporarily during construction there may be increased emissions from travel due to diversions being in place.</p>	<p>Diversion routes will be planned alongside the works duration to minimise disruption as much as possible.</p>	
	Emissions from construction			x	<p>During construction, emissions will be increased due to the industry methods that are used to dispose, transport and build the proposal. The proposed materials being used also have embodied carbon due to their manufacturing process.</p>	<p>Officers and contractors will ensure the materials are disposed of in the correct ways if required and seek to reuse tegula blocks where we can during construction. Officers and the principal contractor will investigate if the waste produced from construction can be reused or recycled elsewhere above what</p>	

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
						we can recycle within the current scheme.	
	Emissions from running of buildings		x				
	Emissions from data storage		x				
	Other						
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic		x					
Reduce water consumption		x					
Minimise pollution (including air, land, water, light and noise)	x			An asphalt material will reduce the amount of noise pollution throughout the market place area as the blockwork can create more noise than asphalt.		Ensuring the material is laid and compacted to the maximum potential to reduce any noise.	

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		x				
<p>Enhance conservation and wildlife</p>		x				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>			x	<p>The removal of tegula blocks will remove some of the historic character of the market place.</p>	<p>Officers are seeking to reuse some of the tegula blocks within the channels of the carriageway to maintain the character as well as in the taxi rank and loading bays around the Market Place.</p>	

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Other (please state below)</p>						

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

In summary, the reuse of the tegula blocks where possible will help maintain some of the character of the Market Place and can mitigate some of the impact of the scheme on climate change. The noise pollution reduction will be a benefit to local residents and tourists whilst also improving the visual appearance of the area compared to the current surface.

Sign off section

This climate change impact assessment was completed by:

Name	Heather Yendall
Job title	Improvement Manager
Service area	Highways and Transportation
Directorate	Environment
Signature	H Yendall
Completion date	06/09/24

Authorised by relevant Assistant Director (signature): **Barrie Mason**

Date: **10/09/2024**