

North Yorkshire County Council

Business and Environmental Services

Executive Members

21 February 2020

National Productivity Investment Fund- update and final designs for the Otley Road Cycle Way and Harlow Moor Road Junction.

Report of the Assistant Director – Highways & Transportation

1.0 Purpose of Report

- 1.1 To advise the Corporate Director (BES) and the BES Executive Members on the progress of the West Harrogate Improvement Package, to be funded by the National Productivity Investment Fund (NPIF) and to seek approval to proceed with the final designs.

2.0 Background

- 2.1 In May 2018 Department for Transport allocated North Yorkshire County Council (NYCC) with £3.2 million to be spent by March 2020, as part of a bigger package of works with local authority contributions and third party contributions bringing the total cost of improvements to £4.6 million. This fund was to be spent in one of Harrogate's busiest transport corridors to the West of Harrogate.
- 2.2 Among the planned upgrades are improvements to junctions on Otley Road including smart traffic lights, extra traffic lanes, a new off road cycle lane to link into the developing cycle network and new/improved pedestrian crossings. These engineering measures will be complimented by an investment into the 'softer' measures such as publicity and education regarding sustainable travel.

3.0 Identified Improvement schemes

- 3.1 NPIF Sustainable Transport Package - West Harrogate will deliver the following schemes:

Scheme	Proposed delivery start date
Harlow Moor Road Junction upgrade	March 2020
Otley Road Cycle route	March2020
Rural Routes Penny Pot Lane Howhill Road to Hillfoot	Complete Complete
Roundabout Burnbridge	Non Delivery
Signal upgrades Queens Road/West Avenue Pelican Otley Road/Pannal Ash road/ Manor Drive Otley Road/Wharfedale Ave Pelican Otley Road/Beckwith Knowles/Harlow Pines Otley Road/Beckwith Head Road/Crag Lane junction	March 2020 March 2020 March 2020 March 2020 Complete

Otley Road /Cold Bath Rd/Arthurs Ave	Complete
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4.0 Harrogate and Knaresborough Area Constituency Committee update

- 4.1 On 7 November NYCC officers presented an NPIF update to the members of the Harrogate and Knaresborough Area Constituency Committee. One of the members expressed disappointment that the roundabout would not be delivered at Burnbridge/ Leeds Road, but no concerns regarding the package of schemes were made. A member had asked that NYCC recognise the need to identify separate projects as a whole package to ensure the public are aware of the overall benefits. It was also recognised by the members and agreed by officers that communication during and after the works will be key if we are to encourage people to use the new cycle route.
- 4.2 NYCC officers informed the members that all progress regarding the NPIF project would be made available to the public at; www.northyorks.gov.uk. Once work begins on site weekly updates of progress will be posted on the website and via social media.
- 4.3 It was resolved that the comments raised would be noted and forwarded to County Councillor Don Mackenzie, as Executive Member. Progress on delivery of the scheme within the Harrogate West Improvement Package will be reported to the Area Constituency Committee in March 2020.

5.0 Otley Road Cycle Route – Final Design

- 5.1 The final design for the scheme can be found in Appendix A.
- 5.2 The Cycle route has been designed off road along the wide footpath and verges of Otley Road. It has been designed to take cyclists on both sides of the road on majority segregated routes. The final design has included a number of new junction upgrades to introduce two new Toucan facilities for cyclists.
- 5.3 The design includes the use of the Stray, requiring a change in byelaw. This must be implemented by Harrogate Borough Council (HBC) under the Harrogate Stray Act 1985, and North Yorkshire County Council (NYCC) local highways team are liaising with Harrogate Officers. It is likely that the legal requirements associated with the Stray will not be concluded by March 2020. If this is the case the delivery will need to be split into phases. The first phase (Cardale Park to Harrogate Grammar School), to commence February 2020, the second phase (Harrogate Grammar School to the town centre) to be delivered at a later date once the use of the Stray and associated requirements have been concluded. There will be a third phase funded by developers, linking Cardale Park to Harlow Moor Road.
- 5.4 Harrogate Borough Council (HBC) and North Yorkshire County Council Officers (NYCC) are currently considering locations where surfaced areas can be returned to grass, appropriate consultations and permissions must then take place. The Chancellor of the Duchy of Lancaster is the freeholder of the Stray. Harrogate BC cannot exercise the power to grant consent conferred to them under the Harrogate Stray Act 1985 without the agreement of the Chancellor of the Duchy of Lancaster, such consent should be in writing. HBC officers are in communication with appropriate Duchy representatives regarding the necessary processes.

6.0 Community support for the cycleway

6.1 Following a public engagement event in January 2019 a 'Questions and Answers' page (Q and A) has been published on NYCC's website (accessed via the link below), Officers continue to add to this as new issues are raised. Officers have addressed the issues raised and since January re-designs have included an additional Toucan crossing and additional signage. Officers have considered additional tree planting and will be working with the school to ensure this happens in agreeable locations to the Highway Authority and school. We have revisited the designs to save the tree at Victoria Road and sought to relocate a bus stop to address an existing problem. NYCC Officers have listened to the public and where feasible and appropriate concerns have been addressed. The programme has seen a delay while officers responded to feedback received and amended the Scheme where appropriate.

6.2 Further details of the Q and A can be found at; <https://www.northyorks.gov.uk/west-harrogate-improvement-package>

7.0 Harlow Moor Road Junction – Final Design

7.1 The final design for the scheme can be found in Appendix B.

7.2 Improvements at the Junction of Harlow Moor Road with Otley Road will see the widening of the junction and the introduction of a left turn lane into Harlow Moor Road. This improvement will address the impact of queuing traffic in the short term but has also been designed to allow the capacity of future growth identified in HBC's Local Plan.

7.3 A number of utility diversions will be required, all necessary parties have been identified (Virgin, BT and Northern Power Grid) and programmes are being concluded. It is envisaged that work on the junction will start in February 2020. Details of the design can also be found on the County Council's website (accessed via the link in 6.2 above).

8.0 Safety Audits.

8.1 Stage 2 Safety Audits have been completed.

9.0 Scheme Delivery

9.1 Phase 1 of the cycle route and Harlow Moor Road junction improvement will be delivered through one contractor, this work will commence following the utility diversions required at the Harlow moor road junction. The team are still waiting for confirmation of programmes regarding this, but Vodafone have indicated they will be able to start at the end of February.

10.0 NPIF Communications

10.1 The project information contained on the website (accessed via the link in 6.2 above) has been updated with the most up to date designs. Once contractors are appointed and start times are known this information will also be on the website. Residents in the vicinity of the works will be provided with details of the works and necessary traffic management arrangements in advance of the works taking place.

10.2 Once work has started weekly updates regarding progress will also be shared with the public via the NYCC website and social media.

11.0 Financial Implications

11.1 It is currently estimated that the Otley Road Cycle Route scheme phase 1 will cost approximately £500k and Phase 2 will cost approximately £600k and that the Harlow Moor Road junction improvement will cost approximately £1.1million. Both schemes will be delivered within the allocated National Productivity Investment Fund (NPIF) Budget.

11.2 The risks associated with each scheme have been considered and whilst the County Council is responsible for any cost overrun – funded by LTP Capital budget – that risk has been mitigated through inclusion of a 20% contingency on each scheme. Additionally the costs can be managed through the delivery of the project: Harlow Moor road junction improvement and the cycle route phase one will be delivered first through one tender/contractor. The Phase two cycle route will be delivered at a later date through a separate tender once the Stray land requirements have been identified. Staging the works in phases allows further design mitigations to be considered if there are unexpected overspends.

12.0 Equalities Implications

12.1 No significant equalities implications have been identified as a result of the recommendations of this report and a copy of the Equalities Impact Assessment Screening Form is attached as Appendix C.

13.0 Legal Implications

13.1 No significant legal implications have been identified as a result of the recommendations of this report

15.0 Recommendation

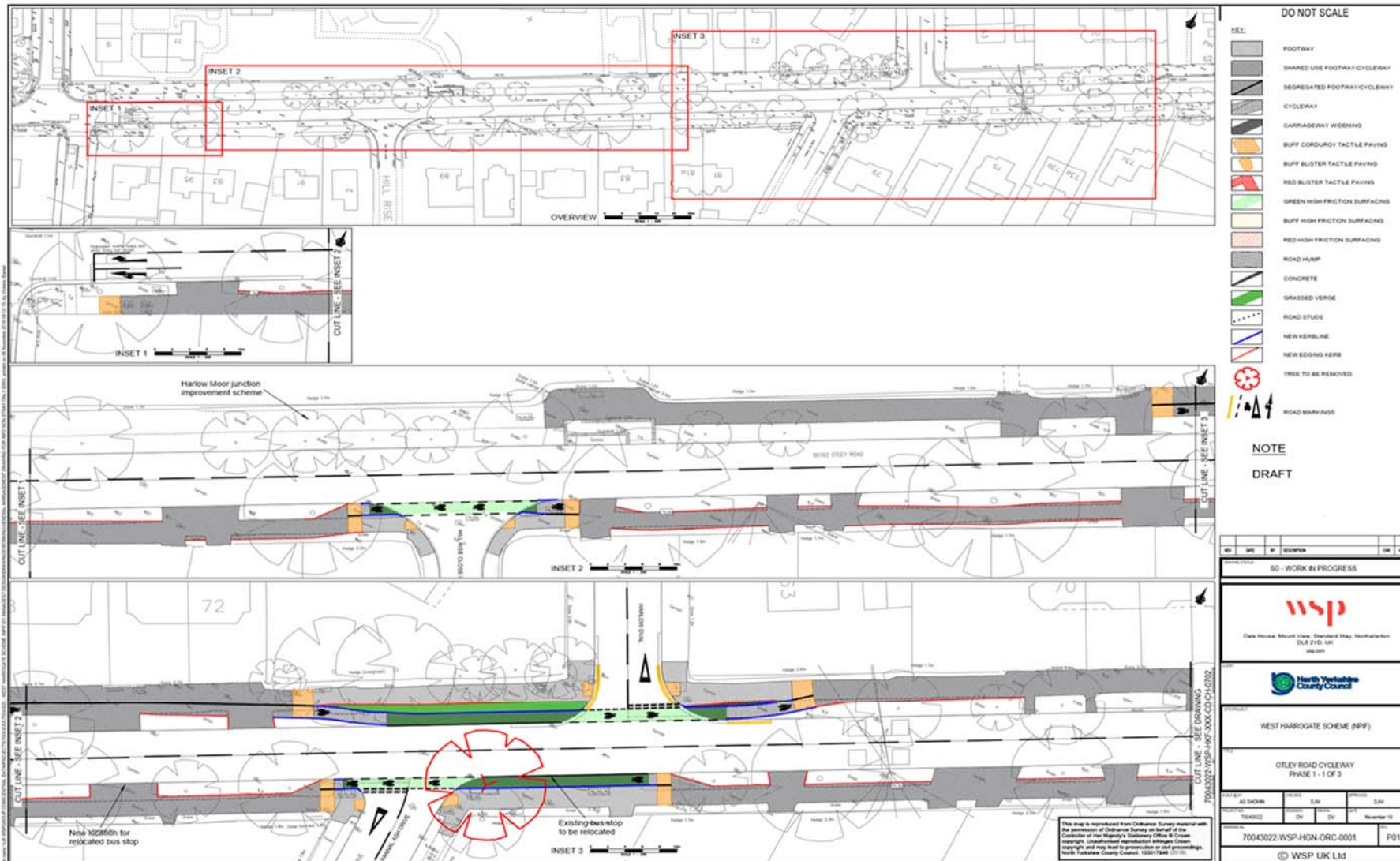
15.1 This report highlights that the Otley Road cycle way scheme and Harlow Moor Road Junction upgrade have been subject to satisfactory public engagement and design process. Officers would therefore recommend that the designs for both schemes receive approval to proceed to site delivery from March 2020 onwards.

BARRIE MASON
Assistant Director, Highways and Transportation

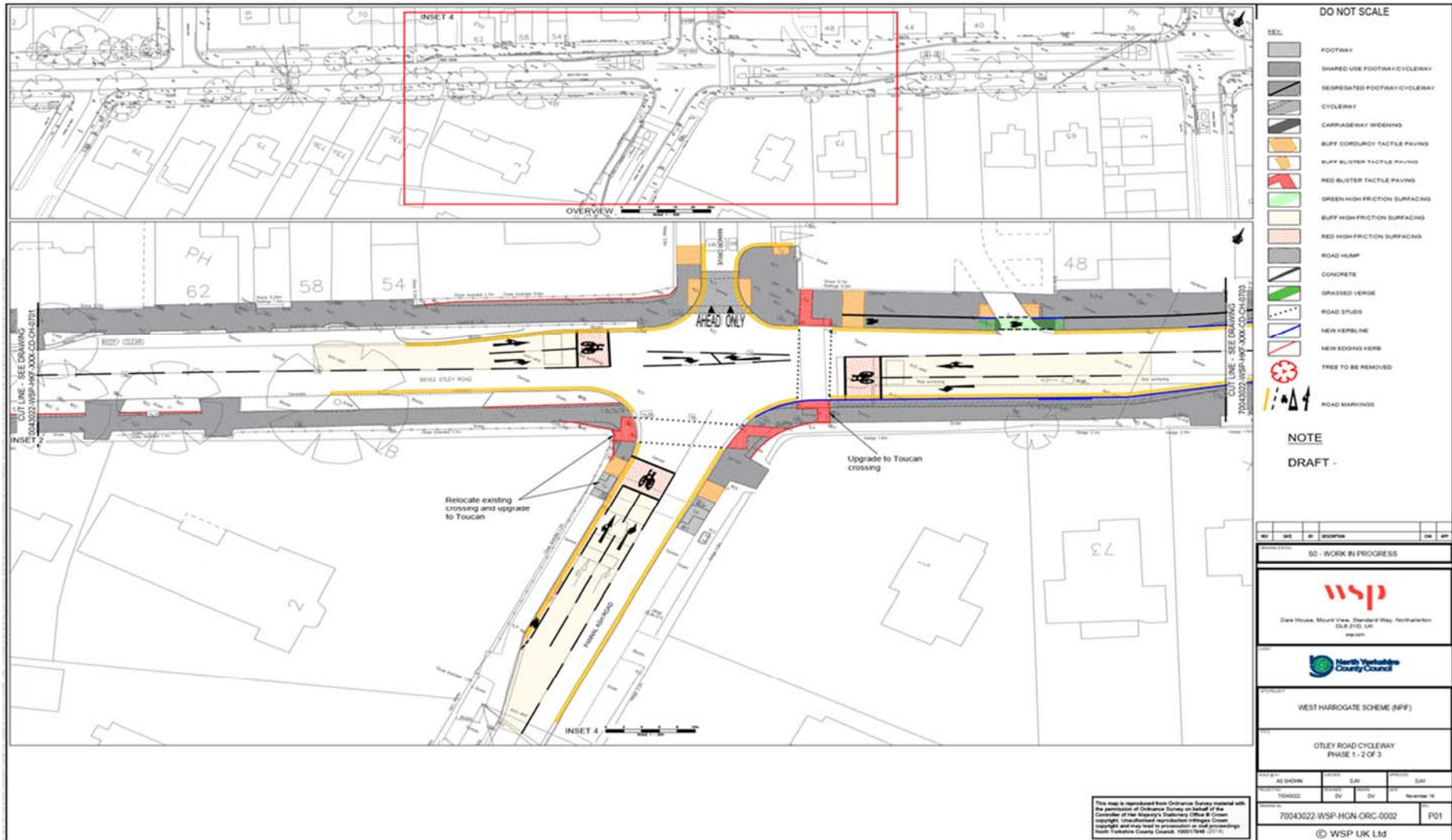
Author of Report: Melisa Burnham

Background Papers: None

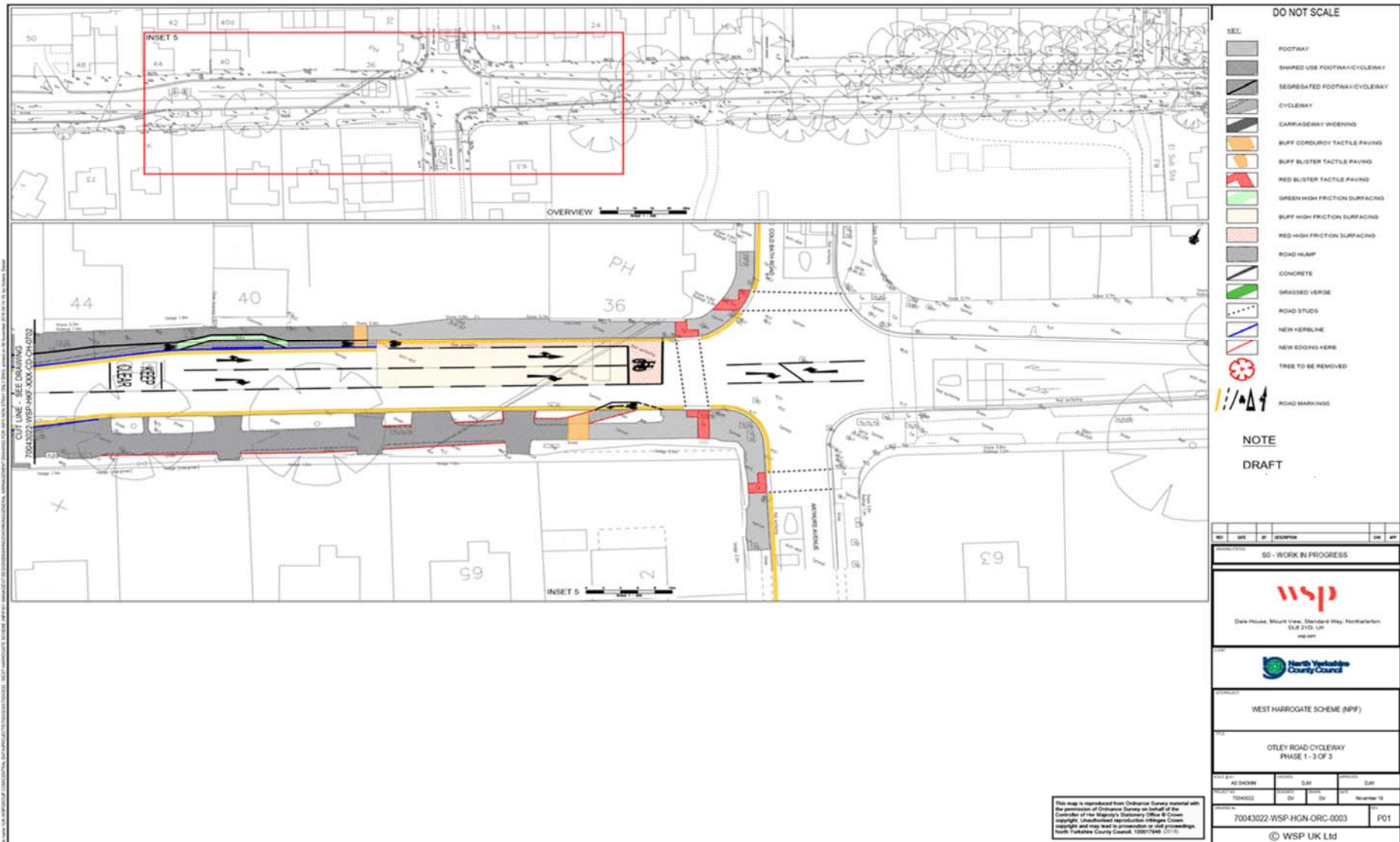
Appendix A- Otley Road Cycle Route- Final Design



Appendix A- Otley Road Cycle Route- Final Design



Appendix A- Otley Road Cycle Route- Final Design





Record of decision that Equality Impact Assessment is not required	
Directorate and service area	BES H and T
Name and contact of officer(s) taking decision that EIA not required Melisa Burnham	
What are you proposing to do? Highways Improvement scheme to deliver a cycle route along Otley Road and a junction improvement scheme at the Harlow Moor Road junction.	
Why are you proposing this? To reduce congestion in the area and promote sustainable travel.	
Does the proposal involve a significant commitment or removal of resources? It is currently estimated that the Otley Road Cycle Route scheme phase 1 will cost approximately £500k and Phase 2 will cost approximately £600k and that the Harlow Moor Road junction improvement will cost approximately £1.1million. Both schemes will be delivered within the allocated National Productivity Investment Fund (NPIF) Budget.	
Will this proposal change anything for customers or staff? What will change? Changes to the layout of the highways network- all scheme designs have been safety audited appropriately to address the needs of all users.	
Will the proposal make things worse for people with protected characteristics (age, disability, sex, disability, gender reassignment, religion or belief, pregnancy or maternity, marriage or civil partnership)? No (Customers, staff etc). How do you know? Do you have any evidence to support your assessment? Safety Audit designs address the safety impact of the design for all road users.	
If there might be a negative impact on people with protected characteristics can this impact be reduced? How? N/A	
Could the proposal have a significant negative impact on some people with protected characteristics or a less severe negative impact on a lot of people with protected characteristics? If "Yes" more detailed analysis should be undertaken and an EIA completed. No	
Does the proposal relate to an area where there are known inequalities (e.g. disabled people's access to public transport)? No	
Could the proposal have a greater negative impact on people in rural areas? No	
Could the proposal have a worse impact on people with less money? No	
Will the proposal have a significant effect on how other organisations operate (e.g. partners, funding criteria, etc). Do any of these organisations support people with protected characteristics? No	

Appendix C

Do the answers to the previous questions make it reasonable to conclude that there will be no or very limited adverse impacts on people with protected characteristics?	Yes	No
Will there be no or limited adverse impacts on people in rural areas?	Yes	No
Will there be no or limited adverse impacts on people in rural areas?	Yes	No
Further analysis and full EIA Required	Yes	No
Decision not to undertake EIA approved by (Assistant Director or equivalent)	<i>Barrie Mason</i>	
Date:	<i>13/02/2020</i>	