



Agenda

Notice of a public meeting of Business and Environmental Services - Corporate Director and Executive Member - Highways and Transportation

To: Councillor Keane Duncan.

Date: Friday, 10th February, 2023

Time: 11.00 am

Venue:

Business

Items for Executive Member decision

Items for Corporate Director decision

1. NPIF Cycle Route Phase 2 *(Pages 3 - 252)*
2. Update on Developing a new Local Transport Plan for North Yorkshire and request to consult *(Pages 253 - 258)*
3. Review of Highways Fees and Charges *(Pages 259 - 274)*

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

Date 06 February 2023

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North Yorkshire County Council

Business and Environmental Services

Executive Member for Highways and Transportation

10 February 2023

National Productivity Investment Fund (NPIF) Otley Road Phase 2 Cycle Route Consultation Outcome

Report of the Assistant Director – Highways and Transportation

1.0 Purpose Of Report

- 1.1 This report seeks to provide an update regarding the results and recommendations following the recent Otley Road Phase 2 cycle way and Beech Grove modal filter design consultation.

2.0 Background

- 2.1 In 2018, North Yorkshire County Council was successful in obtaining funding from the National Productivity Investment Fund (NPIF), for a package of measures to enable development and business growth in West Harrogate.
- 2.2 The aim and focus of the bid submission were to reduce congestion and improve safety of the Otley Road corridor, with a series of highway and safety improvements. As well as addressing safety concerns it was to provide sustainable transport enhancements. This recognised the existing congestion along the route but also considered the future impact of development proposed in Harrogate's Local Plan. As part of the package the highways team have delivered a junction improvement at Harlow Moor Road/Otley Road, optimisation, and refurbishment of several the signalised junctions along the corridor and the delivery of Phase 1 cycle route, which as a standalone route recognises a link between Harrogate Grammar school, residential areas, and Cardale Park.
- 2.3 The Otley Road cycle route was split into three phases which are illustrated on the plan in Appendix A.
- 2.4 Phase 1 (blue line) was delivered in March 2022 and comprised of junction improvement work to the Harlow Moor Road junction including road widening to increase capacity as well as improvements to the signals. It also included the construction of a cycleway, both shared (for pedestrian and cyclist use) and segregated, to provide the sustainable transport enhancements. The link this section provides is between the business district of Cardale Park, Harrogate Grammar School, and the shopping/business area of Cold Bath Road.
- 2.5 Phase 2 (purple line) recognises a link between Queens Road/ Otley Road to Harrogate Town centre. This has been the focus of the recent consultation.
- 2.6 Phase 3 (Orange and green lines) is to be led by developers as part of the West of Harrogate Urban Extension, comprising several allocated housing sites within the local plan. The development aims to provide numerous transport improvements

across Harrogate, together with a key aim of providing sustainable infrastructure to that would support modal shift (a change from the use of motor vehicles to a sustainable form of transport such as walking, cycling or bus use). Proposals are still in the development stage and funding has not yet been secured from the works promoters. Additional to this Phase 3 proposal, the developers are bringing forward a new cycleway delivered as part of their internal layouts under a Section 38 Agreement along the frontage of their new development from Howhill Road to the border of Harlow Carr Gardens.

3.0 Phase 1- Outstanding Remedial work

- 3.1 The Phase 1 cycleway was completed in March 2020 and included junction alterations to improve congestion along this corridor alongside the provision of the cycleway. This phase of the cycleway which sits in between Phases 2 and 3 was delivered first as it was always seen as a route that could work in isolation.
- 3.2 During the delivery of Phase 1 and soon after completion, Officers reviewed multiple reports from stakeholders including local residents and the Harrogate District Cycle Action (HDCA) Group which raised questions regarding the design and construction of the cycleway. These were then reviewed with our design consultants WSP, and a list of remedial works have now been prepared, this includes improvements to the design, where appropriate, and recommendations from the Road Safety Audit Stage 2 and 3 reports and any defects highlighted after construction.
- 3.3 These remedial works were planned to be completed in the early part of 2023. However, in May 2022 the fibre optic network company City Fibre contacted North Yorkshire County Council with a request to install fibre optic cables down the full length of the newly constructed cycleway. We have negotiated with City Fibre to reinstate the full width of the cycleway at their expense. We will therefore carry out our outstanding remedial works once City Fibre have installed their apparatus.

4.0 Beech Grove ETRO

- 4.1 A modal filter was introduced at Beech Grove in April 2021, via an Experimental Traffic Regulation Order (ETRO). This was a pilot scheme during the Covid-19 pandemic in response to the Department for Transport (DfT) requests to promote sustainable travel initiatives through their Active Travel Fund Grants. Whilst the pilot scheme did not receive funding from the government, North Yorkshire County Council took forward the scheme in recognition of understanding how such a link may benefit the wider sustainable travel links across the Harrogate urban area.
- 4.2 The modal filter was introduced extending from Beech Grove at the junction with Lancaster Road to the junction of A61 West Park and Lancaster Road from the junction with Victoria Road to the junction with Beech Grove. It prohibited the use of the street for through traffic and only allowed pedestrians and cyclists to use the full length. Proposals were intended to introduce low traffic use on the street and create an environment that supported the take up of walking and cycling. The results of this formal consultation and data collection can be found in Appendix B.
- 4.3 On the 14 August 2022 the ETRO at Beech Grove lapsed and it was acknowledged that feedback from the pilot scheme would be considered as part of determining the wider package of active travel measures required for the area and any associated consultation at a later point.

5.0 Otley Road Phase 2 and Beech Grove Consultation

- 5.1 A stakeholder consultation event took place on the design for Phase 2 proposals in May 2022. Following on from the delivery of Phase 1, officers carefully considered the feedback received to review the designs already prepared for Phase 2 to ensure the scheme was thoroughly considered as part of the wider strategic vision for Harrogate and addressed some of the concerns brought to the design team regarding the narrow nature of elements of the proposed phase 2 route along Otley Road, in particular between Victoria Road and Beech Grove.
- 5.2 The second consultation ran from 24 October to 28 November 2022. Over 2000 residents in the vicinity of the proposed scheme were provided with letters and plans of the proposals (See Appendix C). Statutory consultees and stakeholders were also consulted. All were invited to attend a 'meet the designer' evening on Friday 11 November, where attendees had the opportunity to discuss the options further with officers. The consultation was extended until Monday 12 December, to allow for further letters to be distributed following concerns raised by the local councillors that a number of residents had not received letters. A second 'in person' engagement event also took place on Monday 5 December 2022. This was advertised on social media and was open to all. The consultation documents were also made available online and featured in several press releases in the local media, as well as North Yorkshire County Council's social media.
- 5.3 Local members Cllr Gibbs and Cllr Schofield were invited to the engagement events and provided with an opportunity via an online meeting to discuss the options with the officers.
- 5.4 The options presented at the consultation also included the potential re-routing of the original design to avoid a particularly narrow pinch point between Victoria Road and Beech Grove. It also included options for Beech Grove following the expiration of the Experimental Traffic Regulation Order (ETRO). The options presented were:

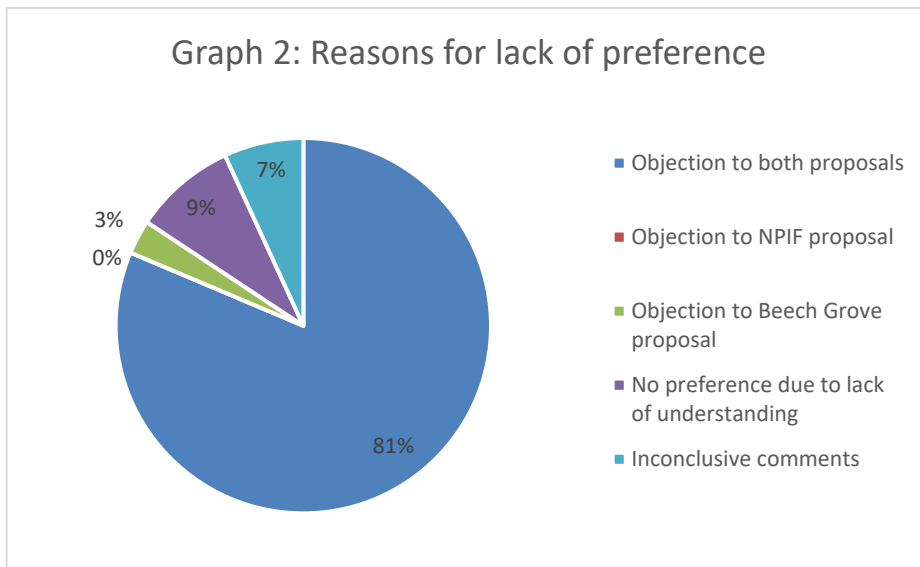
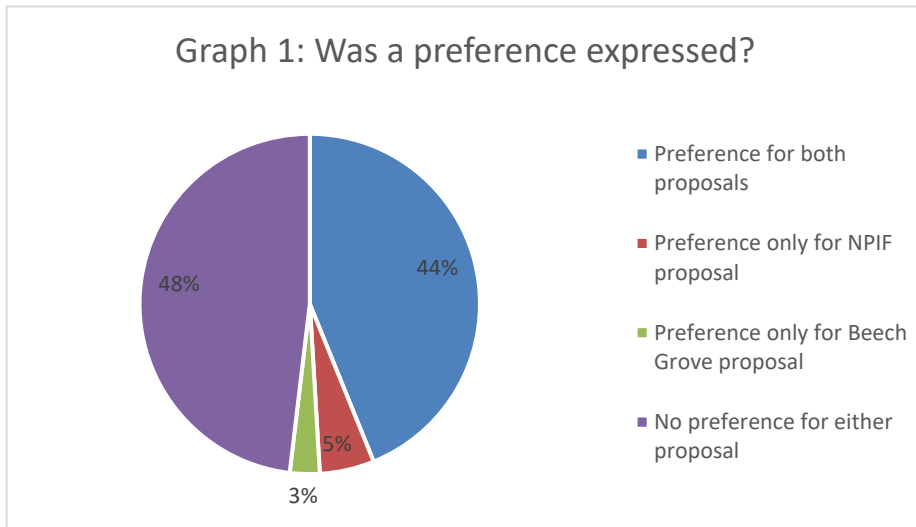
NPIF Option 1	Existing Otley Road proposal, converting junction from Otley Road onto Victoria Road as ahead only
NPIF Option 2	Directing cyclists from Otley Road cycleway onto Victoria Road carriageway to meet Beech Grove via Lancaster Road. Removal of parking bays to convert carriageway into northbound one-way system with a southbound contra flow cycleway
NPIF Option 3	Adding a shared use pedestrian/cyclist facility along Queens Road to Beech Grove via Lancaster Road
Beech Grove Option 4	Reintroduction of previously trialled modal filters (a point of closure that restricts the passage of motorised vehicles, creating a low trafficked area)
Beech Grove Option 5	Introduction of a southbound one-way system on Beech Grove carriageway from West Way to Otley Road with a northbound contra flow cycleway

It was proposed that any of the NPIF options 1-3 would work with or without the Beech Grove options 4-5. The consultation feedback form also invited further comments.

6.0 Results of the consultation

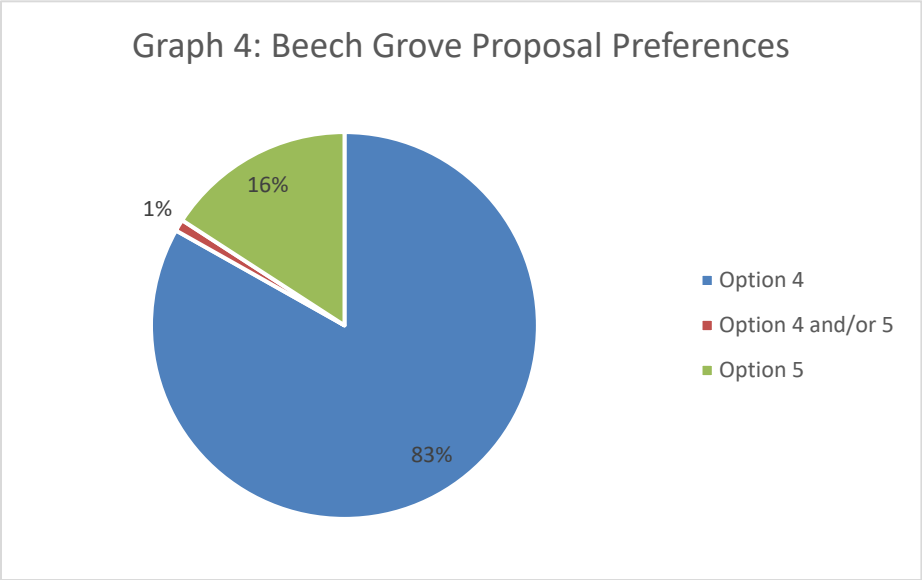
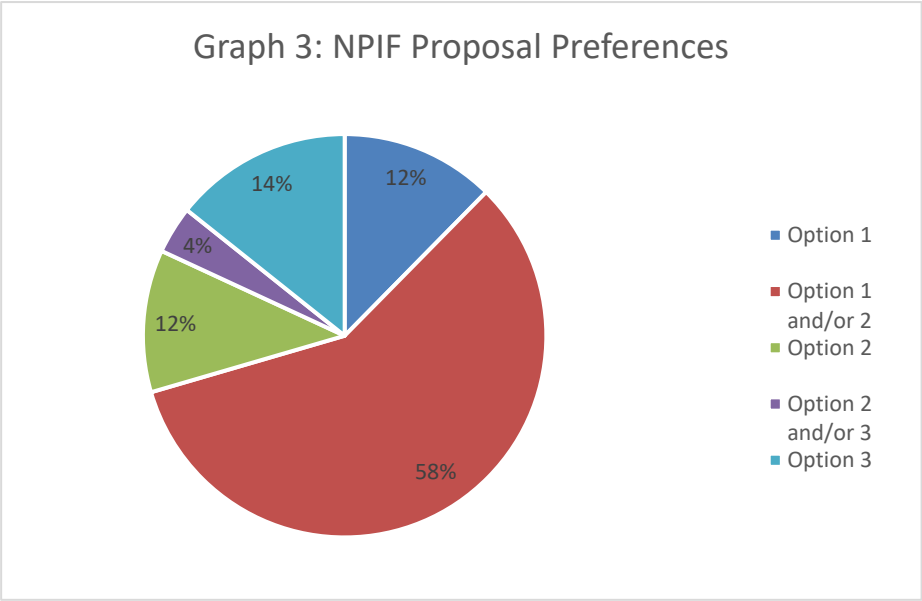
6.1 A total of 212 written responses were received and are summarised in graphs 1- 4 below. Details of the anonymised responses can be found in Appendix D.

6.2 Graph 1 demonstrates that 44% of the respondents selected a preference for both proposals. In total 48% of the respondents selected no preference for either a Phase 2 cycle scheme or a Beech Grove proposal, 5% expressed a preference only for an NPIF proposal and 3% expressed a preference only for a Beech Grove proposal. 81% of those who chose not to select a preference stated that this was due to objecting to both the cycle route and Beech Grove measures (see Graph 2 below).



6.3 58% of those who had selected a preferred option (Graph 3 below) chose NPIF Option 1 and/or NPIF Option 2 (see paragraph 5.4 for the option details).

6.4 Graph 4 shows that 83% of those who included a preference about the Beech Grove filters supported option 4, the re-introduction of the trialled modal filters.



6.5 Names and contact details of those who attended the engagement events were recorded, where they had not already submitted a consultation response they did so on the evening, their views were also recorded by the team during the discussions. Both events aided constructive discussions with the design and delivery team and whilst it was clear most attendees recognised the aims of the National Productivity Investment Fund scheme and the requirement to improve active travel in the area for the future growth the following concerns regarding the implementation of the Phase 2 cycle route and Beech Grove were raised: -

- Concerns regarding conflict of cyclists and pedestrians in shared space areas.
- Several residents from Victoria Road and Queens Road raised safety concerns regarding vehicles accessing and egressing private driveways across the cycle route.
- Concerns regarding the gradient of Otley Rd and Queens Road, with a view that this will not encourage cycling.
- It was thought by several attendees that Beech Grove and the side streets such as Victoria Road and Queens Road are already quiet streets and the

safety of these could be enhanced further to encourage a safer place for cyclists to use.

7.0 Discussion of the results and Conclusion

- 7.1 With just over 200 responses and 48% of those stating no support for either the Phase 2 cycle route or the Beech Grove filter the consultation did not generate a significant response in favour of any of the proposals. However, out of those who did express a view Option 1 or 2 was favoured as opposed to Option 3. Both Option 1 and 2 would require the loss of highway verge and the loss of several mature trees. To achieve a segregated cycle route to the recommended widths set out in Local Transport Note 1/20 (Government Cycle Infrastructure Design guidance) space from the existing carriageway at this section is also likely to be required. To achieve a route along Victoria Road residents 'on street' parking would need to be displaced.
- 7.2 One of the key messages that came through from the engagement events was whether other measures could be used to create quieter and safer streets to encourage cycling. Several residents felt that the side roads such as Queens Road and Victoria could be made to feel safer by reducing speed limits, providing clear cycle route direction signage, and removing a limited amount of parking from certain areas.
- 7.3 It was questioned whether the loss of trees and impact on green areas would be measurable against the use, particularly if more could be done on the side roads and crossing points for example. Any reduction of the Otley Road carriageway width would likely have a detrimental impact on the side roads further in terms of traffic speed and volume, as it is likely to see displaced traffic as a result of narrowing Otley Road. In terms of future modal shift it was suggested that we should also be focusing on encouraging bus use in the area. Several attendees suggested that given the gradient of Otley Road perhaps we would see a bigger modal shift onto bus use in the short term than we would onto cycling.
- 7.4 The Phase 1 route has provided a recognised cycle link between Cardale Park, the local school and the business and retail area of Cold Bath Road. A combination of Phase 3 and the works proposed by the housing developers creating a route from Howhill Road in the west recognises a further route along the Otley Road Corridor for cyclists, linking users from the future West of Harrogate Allocated housing sites to Phase 1, Cardale Park, the schools, and the local businesses. Phase 2 would have completed a formal link between Cold Bath Road and the Town centre, but it should be recognised that these links do pre-exist for cyclists to utilise the various side streets for onward journeys to the wider town centre and other services.
- 7.5 Given the lack of significant support for any of the Phase 2 or Beech Grove options, Officers are recommending that the construction of Phase 2 cycle route does not go ahead. It is also proposed that the Beech Grove modal filter is not reinstated. It is proposed that the remaining funding available of up to £565k in the National Productivity Investment Fund package is directed to an alternative package of measures that will address a wider scope of active travel modes, alleviate the impact of housing growth and address safety concerns along the Otley Road Corridor. This package of measures will be subject to further feasibility work and appropriate consultation.

- 7.6 Officers propose that the alternative package of measures ‘Otley Road Sustainable Transport Measures’ should be presented to the Harrogate and Knaresborough Area Constituency Committee in due course and could include the following.
- Introduction of speed reduction measures in surrounding streets from Otley Road.
 - Introduction of improved crossing points to facilitate cyclists where required.
 - Improved signing of cycle routes across the area, linking in with LCWIP (Local Cycling and Walking Improvement Plan) feasibility work.
 - Improvements to the Bus Infrastructure along the Otley Road Corridor.

8.0 Equalities

- 8.1 Officers will give consideration for all road users and ensure designs align with the Equalities Act 2010 as per the recognised highway design process but there is no recognised material impact on equalities identified as part of this project. Equalities Impact Assessment is at Appendix E

9.0 Finance

- 9.1 The National Productivity Investment Capital funding was awarded to North Yorkshire County Council in 2018/19. Please see table 1 for further details of funding available.

Table 1: Funding received

Funding Received by DfT	£3,200,000
NYCC contribution	£50,000
HBC contribution	£100,000
106 contributions	£35,000
Developer Contribution through developer funded junction improvement works.	£890,000
Total funding available	£4,275,000

Table 2: National Productivity Fund spend to date and available funding remaining.

Package element	Status	Cost
Otley Road Cycle route design/feasibility and the delivery of Phase 1 and Harlow Moor Road Junction widening/ upgrade.	Complete	£2,234,000
Rural Route Upgrades	Complete	£510,000
Developer Contribution through developer funded junction improvement works.	Complete	£890,000
Signal scheme upgrades	Complete	£76,000
Totals spend to date		£3,710,000
Total NPIF Fund available		£4,275,000
Remaining fund available		£565,000

9.2 It is recommended that the remaining NPIF funding be used to develop and deliver a package of ‘Sustainable Transport Measures’ in the West of Harrogate, in line with the original bid objectives, to enable development and business growth in West Harrogate by providing a series of highway and safety improvements along the Otley Road corridor and delivering sustainable transport enhancements.

9.3 It should be noted that if the Phase 2 element of the Otley Road cycle route is not going to be developed there will be some remedial work to complete on Phase 1 to ensure the end points of Phase 1 work appropriately with the existing arrangement. It is estimated that £60k of the remaining funding will be required to address this.

10.0 Legal

10.1 It is likely that to facilitate proposed measures Traffic Regulation Orders will be required for which there is a statutory process

10.2 In making any Traffic Regulation Order, the Council would need to comply with its duty under Section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians) so far as practicable.

11.0 Climate Change

11.1 The reason behind the implementation of a scheme in the longer term is to provide infrastructure to support the take up of walking and cycling and greater use of public transport. See Climate Change Impact Assessment, Appendix F, for more details.

12.0 Recommendation(S)

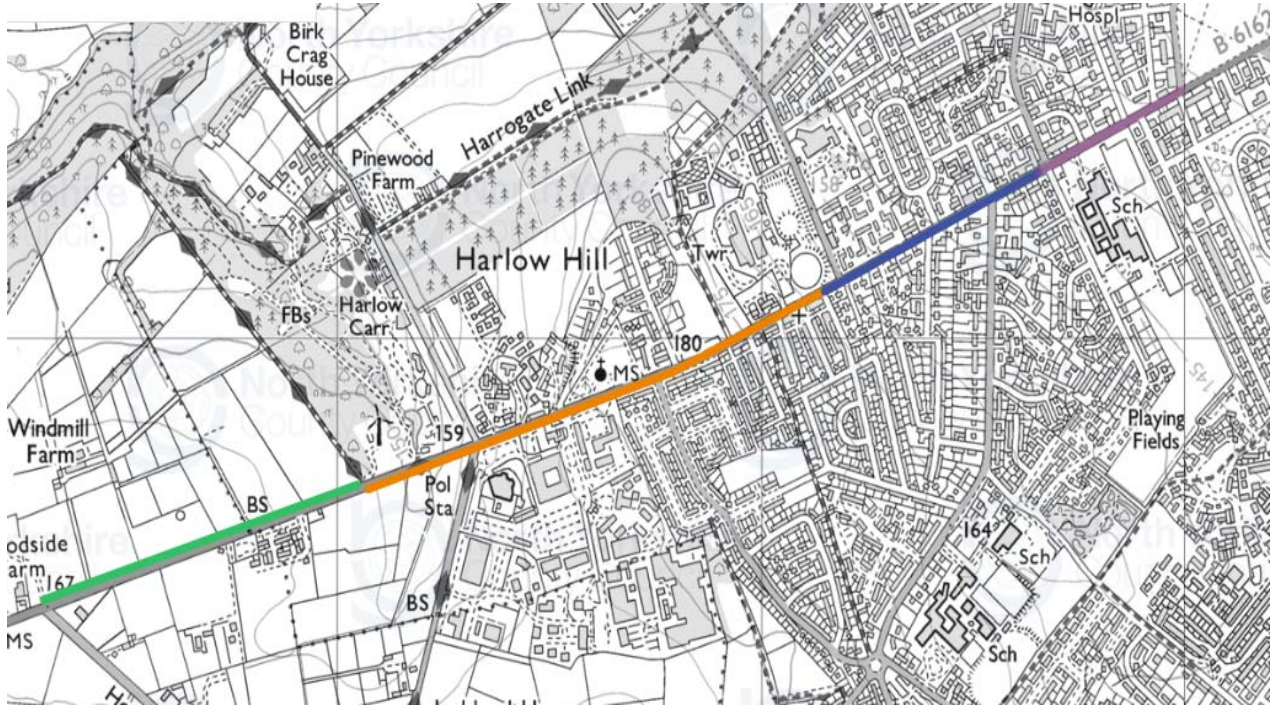
- 12.1 It is recommended that the implementation of the Phase 2 Cycle Route is not taken forward.
- 12.2 It is noted that the Beech Grove modal filters are not reinstated.
- 12.3 It is recommended that Officers develop a package of 'Sustainable Transport Measures' for the West of Harrogate, in line with the remit of the National Productivity Investment Fund for the West of Harrogate and that this is reported to the Harrogate and Knaresborough Area Constituency Committee.

Name: BARRIE MASON
Assistant Director – Highways and Transportation

Author of Report: Melisa Burnham

Background Documents:

Otley Road Cycle route location plan



47 cyclists/day (45 weekdays) – 19 N/B – 28 S/B – 47% decrease on April 2021 cycling figures

21.2mph mean speeds/ 25.7mph 85%ile speeds

September 2021 survey data; 1161 vehicles per day – 949 Northbound/ 212 Southbound

37 cyclists/day (avg 45 weekdays) – 18 N/B – 19 S/B

21.5mph mean speeds/ 26.1mph 85%ile speeds

October 2021 survey data; 1138 vehicles per day – 911 Northbound/ 226 Southbound

33 cyclists/day (avg 33 weekdays) – 19 N/B – 14 S/B

21.4mph mean speeds/ 25.9mph 85%ile speeds

November 2021 survey data; 1239 vehicles per day – 995 Northbound/ 244 Southbound

41 cyclists/day (44 avg weekdays) – 23 N/B – 18 S/B

21.5mph mean speeds/ 25.9mph 85%ile speeds

December 2021 survey data; 1246 vehicles per day – 1014 Northbound/ 232 Southbound

41 cyclists/day (44 avg weekdays) – 23 N/B – 18 S/B

21.5mph mean speeds/ 25.7mph 85%ile speeds

January 2022 survey data; 1041 vehicles per day – 830 Northbound/ 211 Southbound
(*Sunday 23/1/22 731 vehicles*)

26 cyclists/day (31 avg weekdays) – 12 N/B – 14 S/B

21.3mph mean speeds/ 25.8mph 85%ile speeds

February 2022 survey data; 1029 vehicles per day – 855 Northbound/ 174 Southbound

9 cyclists/day (31 avg weekdays) – 9 N/B – 0 S/B (envisaged fault)

22.1mph mean speeds/ 26.1mph 85%ile speeds

March 2022 survey data; 1107 vehicles per day – 879 Northbound/ 228 Southbound

43 cyclists/day (45 avg weekdays) – 23 N/B – 20 S/B

21.5mph mean speeds/ 26.1mph 85%ile speeds

April 2022 survey data; 1038 vehicles per day – 831 Northbound/ 207 Southbound

65 cyclists/day (45 avg weekdays) – 37 N/B – 28 S/B

20.9mph mean speeds/ 25.4mph 85%ile speeds

Beech Grove mid

April 2015-May 2015 survey data; 2712 vehicles per day - 1068 Northbound/ 1643 Southbound

Data does not include cyclist class

August 2020 survey data; 1890 vehicles per day – 858 Northbound/ 1032 Southbound

**school holidays*

36 Cyclists/day – 15 N/B - 21 S/B

24.9mph mean speeds/ 32.0mph 85%ile speeds

April 2021 survey data; 584 vehicles per day – 303 Northbound/ 281 Southbound

84 Cyclists/day – 54 N/B - 30 S/B – 133% increase on August 2020

20.7mph mean speeds/ 27.6mph 85%ile speeds

May/ June 2021 survey data; 515 vehicles per day – 255 Northbound/ 260 Southbound

**partially into school holiday week*

79 Cyclists/day – 34 N/B - 45 S/ B – 119% increase on August 2020

19.8mph mean speeds/ 27.5mph 85%ile speeds

June 2021 survey data; 483 vehicles per day – 241 Northbound/ 243 Southbound

76 cyclists/day (83 weekdays) – 37 N/B – 38 S/B – 111% increase on August 2020/ 6% decrease on April 2021 cycling figures

19.6mph mean speeds/ 27.0mph 85%ile speeds

July 2021 survey data; 391 vehicles per day – 212 Northbound/ 179 Southbound

49 cyclists/ day – 36 N/B – 13 S/B – 36% increase on August 2020/ 42% decrease on April 2021 cycling figures

21mph mean speeds/ 28.1mph 85%ile speeds

August 2021 survey data; 423 vehicles per day – 212 Northbound/ 212 Southbound

** School holiday week

65 cyclists/day (45 weekdays) – 36 N/B – 29 S/B – 23% decrease on April 2021 cycling figures

19.9mph mean speeds/ 27.3mph 85%ile speeds

September 2021 survey data; 382 vehicles per day – 194 Northbound/ 188 Southbound

42 cyclists/day (38 weekdays) – 23 N/B – 19 S/B

20.1mph mean speeds/ 27.1mph 85%ile speeds

October 2021 survey data; 408 vehicles per day – 203 Northbound/ 205 Southbound

37 cyclists/day (avg 37 weekdays) – 13 N/B – 24 S/B

20.0mph mean speeds/ 27.2mph 85%ile speeds

** Manual count of cyclists on 21st October reveals different figures to the tube survey, indicating some cycles are not being counted as cycles and some cycles not being counted at all.

Northbound				Southbound				Northbound				Southbound							
	Thu 21 Oct	Average Weekday	Total 7 Day Count		Thu 21 Oct	Average Weekday	Total 7 Day Count		Thu 21 Oct	Average Weekday	Total 7 Day Count		Thu 21 Oct	Average Weekday	Total 7 Day Count				
00:00	0	0	-	0	00:00	0	0	-	0	00:00	0	0	-	0	00:00	0	0	-	0
01:00	0	0	-	0	01:00	0	0	-	0	01:00	0	0	-	0	01:00	0	0	-	0
02:00	0	0	-	0	02:00	0	0	-	0	02:00	0	0	-	0	02:00	0	0	-	0
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05:00	2	2	-	2	05:00	0	0	-	0	05:00	0	0	-	0	05:00	0	0	-	0
06:00	4	4	-	4	06:00	2	2	-	2	06:00	1	1	-	1	06:00	0	0	-	0
07:00	4	4	-	4	07:00	4	4	-	4	07:00	0	0	-	0	07:00	1	1	-	1
08:00	11	11	7	11	08:00	11	11	6	11	08:00	1	1	4	1	08:00	0	0	6	0
09:00	18	18	10	18	09:00	16	16	13	16	09:00	2	2	8	2	09:00	2	2	3	2
10:00	12	12	-	12	10:00	20	20	-	20	10:00	0	0	-	0	10:00	3	3	-	3
11:00	19	19	15	19	11:00	19	19	16	19	11:00	0	0	5	0	11:00	2	2	4	2
12:00	28	28	21	28	12:00	18	18	15	18	12:00	3	3	8	3	12:00	2	2	9	2
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16:00	19	19	13	19	16:00	15	15	10	15	16:00	2	2	5	2	16:00	4	4	5	4
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18:00	8	8	-	8	18:00	13	13	-	13	18:00	1	1	-	1	18:00	1	1	-	1
19:00	6	6	-	6	19:00	5	5	-	5	19:00	0	0	-	0	19:00	0	0	-	0
20:00	9	9	-	9	20:00	6	6	-	6	20:00	0	0	-	0	20:00	0	0	-	0
21:00	3	3	-	3	21:00	5	5	-	5	21:00	1	1	-	1	21:00	1	1	-	1
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07-19	179	179	-	179	07-19	180	180	-	180	07-19	14	14	-	14	07-19	22	22	-	22
06-22	201	201	-	201	06-22	198	198	-	198	06-22	16	16	-	16	06-22	23	23	-	23
06-24	207	207	-	207	06-24	202	202	-	202	06-24	16	16	-	16	06-24	23	23	-	23
00-24	209	209	-	209	00-24	204	204	-	204	00-24	16	16	-	16	00-24	25	25	-	25
am Peak	11:00	11:00	-		am Peak	10:00	10:00	-		am Peak	09:00	09:00	-		am Peak	10:00	10:00	-	
Peak Volume	19	19	-		Peak Volume	20	20	-		Peak Volume	2	2	-		Peak Volume	3	3	-	
pm Peak	12:00	12:00	-		pm Peak	13:00	13:00	-		pm Peak	12:00	12:00	-		pm Peak	16:00	16:00	-	
Peak Volume	28	28	-		Peak Volume	20	20	-		Peak Volume	3	3	-		Peak Volume	4	4	-	

ALL VEHICLES ACTUAL MOTOR VEHICLES COUNT IN RED

CYCLES ACTUAL CYCLE COUNT IN RED

November 2021 survey data; 455 vehicles per day – 228 Northbound/ 227 Southbound

58 cyclists/day (61 avg weekdays) – 33 N/B – 25 S/B

19.4mph mean speeds/ 26.3mph 85%ile speeds

December 2021 survey data; 437 vehicles per day – 216 Northbound/ 221 Southbound

51 cyclists/day (58 avg weekdays) – 30 N/B – 21 S/B

19.4mph mean speeds/ 26.1mph 85%ile speeds

A manual count also undertaken on Friday 10th December from 13:00-14:00 & 14:00-15:00 which shows an under count from the tubes as follows

13:00-14:00

N/B – Tube 2 / Manual 6

S/B – Tube 2 / Manual 4

14:00-15:00

N/B – Tube 3 / Manual 4

S/B – Tube 1 / Manual 6

January 2022 survey data; 436 vehicles per day – 219 Northbound/ 217 Southbound

40 cyclists/day (40 avg weekdays) – 22 N/B – 17 S/B

18.7mph mean speeds/ 25.7mph 85%ile speeds

February 2022 survey data; 307 vehicles per day – 149 Northbound/ 158 Southbound

28 cyclists/day (40 avg weekdays) – 20 N/B – 8 S/B

20.3mph mean speeds/ 26.9mph 85%ile speeds

March 2022 survey data; 395 vehicles per day – 193 Northbound/ 201 Southbound

58 cyclists/day (63 avg weekdays) – 36 N/B – 22 S/B

18.7mph mean speeds/ 26.0mph 85%ile speeds

April 2022 survey data; 348 vehicles per day – 171 Northbound/ 177 Southbound

54 cyclists/day (63 avg weekdays) – 31 N/B – 23 S/B

18.9mph mean speeds/ 26.3mph 85%ile speeds

Beech Grove South

August 2020 survey data; 2141 vehicles per day – 282 Northbound/ 1313 Southbound

**school holidays*

32 Cyclists/ day – 24 N/B - 8 S/B

23.1mph mean speeds/ 28.1mph 85%ile speeds

April 2021 survey data; 461 vehicles per day – 230 Northbound/ 232 Southbound

83 Cyclists/ day – 44 N/B - 39 S/ B – 159% increase on August 2020

17.7mph mean speeds/ 23.9mph 85%ile speeds

May/ June 2021 survey data; 515 vehicles per day – 255 Northbound/ 260 Southbound

**partially into school holiday week*

44 Cyclists/ day – 25 N/B - 19 S/ B – 38% increase on August 2020 ****Low figure on 31st May**

18.8mph mean speeds/ 24.9mph 85%ile speeds

June 2021 survey data; 380 vehicles per day – 190 Northbound/ 190 Southbound

50 cyclists/day (54 weekdays) – 26 N/B – 24 S/B – 56% increase on August 2020/ 40% decrease on April 2021 cycling figures

18.2mph mean speeds/ 24.2mph 85%ile speeds

July 2021 survey data; 380 vehicles per day – 189 Northbound/ 191 Southbound

60 cyclists/ day – 36 N/B – 13 S/B – 87.5% increase on August 2020/ 27% decrease on April 2021 cycling figures

18.1mph mean speeds/ 24.3mph 85%ile speeds

August 2021 survey data; 331 vehicles per day – 163 Northbound/ 168 Southbound

**** School holiday week**

64 cyclists/day (45 weekdays) – 29 N/B – 34 S/B – 47% decrease on April 2021 cycling figures

17.9mph mean speeds/ 24.6mph 85%ile speeds

September 2021 survey data; 302 vehicles per day – 156 Northbound/ 147 Southbound

40 cyclists/day (38 weekdays) – 21 N/B – 19 S/B

18.1mph mean speeds/ 24.6mph 85%ile speeds

October 2021 survey data; 325 vehicles per day – 164 Northbound/ 161 Southbound

40 cyclists/day (avg 31 weekdays) – 20 N/B – 20 S/B

18.0mph mean speeds/ 24.1mph 85%ile speeds

November 2021 survey data; 372 vehicles per day – 188 Northbound/ 183 Southbound

61 cyclists/day (59 avg weekdays) – 29 N/B – 32 S/B

17.6mph mean speeds/ 23.6mph 85%ile speeds

December 2021 survey data; 324 vehicles per day – 164 Northbound/ 160 Southbound

45 cyclists/day (48 avg weekdays) – 22 N/B – 22 S/B

17.0mph mean speeds/ 22.5mph 85%ile speeds

January 2022 survey data; 277 vehicles per day – 142 Northbound/ 135 Southbound

37 cyclists/day (39 avg weekdays) – 19 N/B – 17 S/B

17.0mph mean speeds/ 22.5mph 85%ile speeds

February 2022 survey data; 243 vehicles per day – 126 Northbound/ 118 Southbound

37 cyclists/day (39 avg weekdays) – 19 N/B – 17 S/B

18.5mph mean speeds/ 24.3mph 85%ile speeds

March 2022 survey data; 291 vehicles per day – 157 Northbound/ 134 Southbound

19 cyclists/day (39 avg weekdays) – 13 N/B – 5 S/B

18.3mph mean speeds/ 24.0mph 85%ile speeds

April 2022 survey data; 285 vehicles per day – 148 Northbound/ 137 Southbound

30 cyclists/day (39 avg weekdays) – 17 N/B – 13 S/B

17.2mph mean speeds/ 22.8mph 85%ile speeds

Victoria Road (north)**Feb 2021 (pre-scheme) survey data;** 300 vehicles per day – 104 Northbound/ 206 Southbound

20.9mph/ 26.5mph 85%ile

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph – (3 + 17 + 13 + 8 + 8 + 6 + 7) = **62 No.** / 35-40mph – (3 + 1 + 1 + 1) = **6 No.** / 40-45mph - 1 + 1 = **2 No.****April 2021 survey data;** 1058 vehicles per day – 271 Northbound/ 787 Southbound

** Equates to a 253% increase in traffic overall/ 282% increase in southbound

20.7mph/ 25.1mph 85%ile

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph – (6 + 28 + 22 + 23 + 22 + 15 + 14) = **130 No.** / 35-40mph – (2 + 4 + 3 + 1 + 6 + 1) = **17 No.** / 40-45mph - 1 + 1 = **2 No.** / 45-50mph – **1 No****May/ June 2021 survey data;** 897 vehicles per day – 218 Northbound/ 679 Southbound***partially into school holiday week**** Equates to a 199% increase in traffic overall/ 230% increase in southbound - 13-15% decrease from April results (*though partially school holidays*)

21.7mph/ 26.6mph 85%ile

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph - (37 + 41 + 15 + 29 + 33 + 42 + 28) = **205 No.** / 35-40mph - (7 + 4 + 1 + 3 + 3 + 1 + 1) = **20 No.** / 40-45 - (1 + 1 + 1) = **3 No.****June 2021 survey data;** 1010 vehicles per day – 254 Northbound/ 756 Southbound

** Equates to a 236% increase in traffic overall/ 266% increase in southbound

21.8mph mean speeds/ 26.5mph 85%ile speeds

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph - (6 + 19 + 19 + 32 + 30 + 39 + 48) = **193 No.** / 35-40mph - (11 + 6 + 1 + 5 + 7 + 16) = **46 No.** / 40-45mph - (1 + 1 + 1) = **3 No.** / 45-50mph - **1 No****July 2021 survey data;** 920 vehicles per day – 222 Northbound/ 698 Southbound

** Equates to a 206% increase in traffic overall / 238% increase in southbound

25.4mph mean speeds/ 31.3mph 85%ile speeds – 24% increase over pre-scheme Mean speeds
(reflects comments made in recent representations from residents during July).

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph - (78 + 131 + 99 + 190 + 187 + 195 + 165 = **1045 No.** / 35-40mph - (15 + 29 + 28 + 48 + 38 + 36 + 49 = **243 No.** / 40-45mph - (6 + 8 + 4 + 6 + 10 + 9 + 5 = **48 No.** / 45-50mph - (1 + 2 + 2 + 3 = **8 No.**

August 2021 survey data; 917 vehicles per day – 212 Northbound/ 705 Southbound

**** School holiday week**

**** Equates to a 206% increase in traffic overall / 242% increase in southbound**

21.7mph mean speeds/ 26.5mph 85%ile speeds

***Figures of vehicles exceeding 30mph to follow.**

September 2021 survey data; 1245 vehicles per day – 252 Northbound/ 994 Southbound

**** Equates to a 315% increase in traffic overall / 382% increase in southbound**

20.6mph mean speeds/ 25.1mph 85%ile speeds

***Figures of vehicles exceeding 30mph to follow.**

Closure on Harlow Moor Road closure/ Otley Road scheme.

October 2021 survey data; 1107 vehicles per day – 265 Northbound/ 842 Southbound

**** Equates to a 269% increase in traffic/ 308% increase in southbound**

21.7mph mean/ 26.1mph 85%ile

November 2021 survey data; 1208 vehicles per day – 287 Northbound/ 921 Southbound

**** Equates to a 302% increase in traffic/ 347% increase in southbound**

21.7mph mean/ 26.1mph 85%ile

December 2021 survey data; 1188 vehicles per day – 284 Northbound/ 904 Southbound

**** Equates to a 296% increase in traffic/ 339% increase in southbound**

21.5mph mean/ 26.1mph 85%ile

January 2022 survey data; tube failure due to loops cut by road sweeper or similar vehicle. Only Saturday 22 Jan fully operational 989 vehicles

February 2022 survey data; 1093 vehicles per day – 245 Northbound/ 848 Southbound

** Equates to a 264% increase in traffic/ 312% increase in southbound

22.0mph mean/ 26.4mph 85%ile

March 2022 survey data; 1084 vehicles per day – 271 Northbound/ 812 Southbound

** Equates to a 261% increase in traffic/ 294% increase in southbound

22.4mph mean/ 27.0mph 85%ile

April 2022 survey data; 1156 vehicles per day – 239 Northbound/ 917 Southbound

** Equates to a 285% increase in traffic/ 345% increase in southbound

21.6mph mean/ 25.6mph 85%ile

Victoria Road (Southern section)**Feb 2021 (pre-scheme) survey data;** 257 vehicles per day – 85 Northbound/ 171 Southbound

19mph mean/ 24.7mph 85%ile

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph – (x) = **62 No.**/ 35-40mph – (x) = **6 No.** / 40-45mph – (x + x) - **2 No.***Data disappeared from c2 web***April 2021 survey data;** 1238 vehicles per day – 299 Northbound/ 939 Southbound

** Equates to a 382% increase in traffic/ 449% increase in southbound

19.2mph mean/ 24.1mph 85%ile

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph – (6 + 8 + 11 + 8 + 9 + 9 + 13) = **64 No.**/ 35-40mph – (1 + 2 + 2) = **5 No.****May/ June 2021 survey data;** 952 vehicles per day – 237 Northbound/ 715 Southbound**partially into school holiday week*** Equates to a 270% increase in traffic/ 318% increase in southbound - 23-24% decrease on April results though ran into 1st week of June school holidays

20.4mph mean / 25mph 85%ile

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph – (7 + 22 + 16 + 18 + 17 + 23 + 8) = **111 No.**/ 35-40mph – (1 + 5 + 2 + 1 + 5 + 3) = **17 No.** / 40-45mph – (1 + 1 + 1 + 1) - **4 No.****June 2021 survey data;** 1176 vehicles per day – 283 Northbound/ 892 Southbound

** Equates to a 357% increase in traffic/ 421% increase in southbound - 23-25% increase on May survey results

20.5mph mean/ 25.0mph 85%ile

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph – (29 + 17 + 15 + 17 + 21 + 14 + 26) = **139 No.**/ 35-40mph – (2 + 2 + 3 + 2 + 6) = **13 No.** / 40-45mph – (2 + 1) - **3 No.**/ 45-50mph - **1 No.****July 2021 survey data;** 1084 vehicles per day – 245 Northbound/ 838 Southbound

** Equates to a 322% increase in traffic/ 390% increase in southbound - 23-17% increase on May survey results

21.2mph mean/ 26.4mph 85%ile - 12% increase over pre-scheme Mean speeds (*reflects comments made in recent representations from residents*).

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph (25 + 31 + 13 + 25 + 23 + 28 + 23)= **168 No.** / 35-40mph (2 + 5 + 1 + 3 + 3 + 4) = **18 No.** / 40-45mph - (1 + 2) = **3 No.**

August 2021 survey data; 1067 vehicles per day – 246 Northbound/ 821 Southbound

**** School holiday week**

**** Equates to a 315% increase in traffic/ 380% increase in southbound**

21.1mph mean/ 25.9mph 85%ile – lower than pre-scheme speeds

September 2021 survey data; 1132 vehicles per day – 252 Northbound/ 881 Southbound **** Otley Road scheme/ Harlow Moor Road closure**

**** Equates to a 340% increase in traffic overall / 415% increase in southbound**

21.9mph mean speeds/ 26.3mph 85%ile speeds (**** higher speeds southbound**)

Closure on Harlow Moor Road closure/ Otley Road scheme.

October 2021 survey data; 1261 vehicles per day – 277 Northbound/ 984 Southbound

**** Equates to a 390% increase in traffic/ 475% increase in southbound**

20.3mph mean/ 24.8mph 85%ile

November 2021 survey data; 1393 vehicles per day – 342 Northbound/ 1051 Southbound

**** Equates to a 442% increase in traffic/ 514% increase in southbound**

20.5mph mean/ 25.1mph 85%ile

December 2021 survey data; 1339 vehicles per day – 307 Northbound/ 1032 Southbound

**** Equates to a 421% increase in traffic/ 504% increase in southbound**

20.3mph mean/ 24.7mph 85%ile

January 2022 survey data; 1152 vehicles per day – 265 Northbound/ 887 Southbound

**** Equates to a 348% increase in traffic/ 419% increase in southbound**

20.4mph mean/ 25.0mph 85%ile

February 2022 survey data; 1240 vehicles per day – 280 Northbound/ 960 Southbound

** Equates to a 382% increase in traffic/ 461% increase in southbound

20.5mph mean/ 25.0mph 85%ile

March 2022 survey data; 1286 vehicles per day – 275 Northbound/ 1011 Southbound (*school holiday week due to tube failure preceding week*)

** Equates to a 400% increase in traffic/ 491% increase in southbound

20.1mph mean/ 24.7mph 85%ile

April 2022 survey data; 1199 vehicles per day – 273 Northbound/ 926 Southbound

** Equates to a 366% increase in traffic/ 442% increase in southbound

20.5mph mean/ 25.2mph 85%ile

Queens Road (south of Lancaster Road)

Feb 2021 (pre-scheme) survey data; 565 vehicles per day – 237 Northbound/ 328 Southbound

15.6mph/ 19mph 85%ile

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph – (1 + 1) = **2 No.**

April 2021 survey data; 1320 vehicles per day – 514 Northbound/ 806 Southbound

** Equates to a 134% increase in traffic/ 146% increase in southbound

14.7mph/ 17.9mph 85%ile

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph (1)= **1 No.**

May/ June 2021 survey data; 1190 vehicles per day – 411 Northbound/ 779 Southbound

**partially into school holiday week*

** Equates to a 111% increase in traffic/ 138% increase in southbound - 3-10% decrease on April results

15.4mph/ 18.7mph 85%ile

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph (3 + 1 + 1 + 1) = **6 No.** / 35-40mph (1) = **1 No.**

June 2021 survey data; 1253 vehicles per day – 502 Northbound/ 751 Southbound

** Equates to a 122% increase in traffic/ 129% increase in southbound

15.7mph mean speeds/ 19.1mph 85%ile speeds

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph (1 + 1 + 1 + 3)= **6 No.** / 35-40mph (1 + 1 + 1) = **3 No.** / 40-45mph - (2) = **2 No.**

July 2021 survey data; 1177 vehicles per day – 457 Northbound/ 719 Southbound

**Data over 6 days as 7th day data includes missing data during day (possible parked vehicle)*

** Equates to a 108% increase in traffic/ 119% increase in southbound

15.1mph mean speeds/ 18.4mph 85%ile speeds (*same for both 6 and 7 day counts*)

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph (2 + 1 + 2 + 1 + 1) = **7 No.** / 35-40mph (1 + 3 + 3 + 1) = **8 No.** / 40-45mph - (1 + 1) = **2 No.** / 50-55mph - (1) = **1 No @ 2am.**

August 2021 survey data; 1100 vehicles per day – 407 Northbound/ 692 Southbound

**** School holiday week**

**** Equates to a 95% increase in traffic/ 111% increase in southbound**

16.2mph mean speeds/ 19.6mph 85%ile speeds

Max speeds recorded over course of week (checked by individual days for accurate reading)

***Figures of vehicles exceeding 30mph to follow.**

September 2021 survey data; 1402 vehicles per day – 491 Northbound/ 910 Southbound **** Otley Road scheme/ Harlow Moor Road closure**

**** Equates to a 148% increase in traffic overall / 177% increase in southbound**

16.2mph mean speeds/ 19.6mph 85%ile speeds (**** higher speeds southbound**)

***Figures of vehicles exceeding 30mph to follow.**

Closure on Harlow Moor Road closure/ Otley Road scheme.

October 2021 survey data; 1441 vehicles per day – 515 Northbound/ 926 Southbound

**** Equates to a 155% increase in traffic overall / 182% increase in southbound**

15.3mph mean/ 18.3mph 85%ile

November 2021 survey data; 1433 vehicles per day – 574 Northbound/ 859 Southbound

**** Equates to a 153% increase in traffic overall / 162% increase in southbound**

15.7mph mean/ 18.9mph 85%ile

December 2021 survey data; 1578 vehicles per day – 656 Northbound/ 922 Southbound

**** Equates to a 179% increase in traffic overall / 181% increase in southbound**

14.8mph mean/ 17.7mph 85%ile

January 2022 survey data; 1191 vehicles per day – 486 Northbound/ 705 Southbound

**** Equates to a 111% increase in traffic overall / 115% increase in southbound**

16.1mph mean/ 19.5mph 85%ile

February 2022 survey data; 1210 vehicles per day – 489 Northbound/ 721 Southbound

** Equates to a 114% increase in traffic overall / 120% increase in southbound

15.9mph mean/ 19.1mph 85%ile

March 2022 survey data; 1228 vehicles per day – 513 Northbound/ 715 Southbound

** Equates to a 117% increase in traffic overall / 118% increase in southbound

15.7mph mean/ 19.0mph 85%ile

April 2022 survey data; *** TUBE FAILURE/ DAMAGE

Queen's Road (North)

August 2021 survey data (new survey from August 2021 – allows for monitoring pre-Victoria Road one way)

**** School holiday week**

1257 vehicles per day – 817 South-eastbound/ 441 North-westbound

17.4mph mean speeds/ 21.3mph 85%ile speeds

September 2021 survey data; ** Otley Road scheme/ Harlow Moor Road closure

1496 vehicles per day – 493 South-eastbound/ 1003 North-westbound (***loops possibly wrong way round?*)

17.9mph mean speeds/ 21.6mph 85%ile speeds

Closure on Harlow Moor Road closure/ Otley Road scheme.

October 2021 survey data;

1567 vehicles per day – 1036 South-eastbound/ 532 North-westbound

17.5mph mean speeds/ 21.3mph 85%ile speeds

November 2021 survey data;

1601 vehicles per day – 942 South-eastbound/ 658 North-westbound

**** Equates to a 27% increase between August (school holiday week) and November**

17.3mph mean speeds/ 21.2mph 85%ile speeds

December 2021 survey data;

1461 vehicles per day – 909 South-eastbound/ 553 North-westbound

17.0mph mean speeds/ 20.8mph 85%ile speeds

January 2022 survey data;

1469 vehicles per day – 898 South-eastbound/ 571 North-westbound (4 day data only due to vehicle parked on tubes)

17.5mph mean speeds/ 21.6mph 85%ile speeds

February 2022 survey data; tube failure – no data

March 2022 survey data;

1373 vehicles per day – 833 South-eastbound/ 540 North-westbound

17.8mph mean speeds/ 21.8mph 85%ile speeds

April 2022 survey data;

1237 vehicles per day – 741 South-eastbound/ 496 North-westbound

16.9mph mean speeds/ 21.0mph 85%ile speeds

Lancaster Road

August 2021 survey data (new survey from August 2021 – allows for monitoring pre-Victoria Road one way)

**** School holiday week**

487 vehicles per day – 200 Eastbound/ 287 Westbound

11.9mph mean speeds/ 14.2mph 85%ile speeds (*close to Victoria Road junction so likely reduced speeds*)

September 2021 survey data;

513 vehicles per day – 204 Eastbound/ 309 Westbound

12.7mph mean speeds/ 15.0mph 85%ile speeds (*close to Victoria Road junction so likely reduced speeds*)

Closure on Harlow Moor Road closure/ Otley Road scheme.

October 2021 survey data;

525 vehicles per day – 201 Eastbound/ 323 Westbound

12.9mph mean speeds/ 15.2mph 85%ile speeds (*close to Victoria Road junction so likely reduced speeds*)

November 2021 survey data;

599 vehicles per day – 264 Eastbound/ 336 Westbound

12.5mph mean speeds/ 14.8mph 85%ile speeds (*close to Victoria Road junction so likely reduced speeds*)

December 2021 survey data;

549 vehicles per day – 212 Eastbound/ 338 Westbound

12.5mph mean speeds/ 14.8mph 85%ile speeds (*close to Victoria Road junction so likely reduced speeds*)

January 2022 survey data;

457 vehicles per day – 186 Eastbound/ 270 Westbound

12.0mph mean speeds/ 14.5mph 85%ile speeds (*close to Victoria Road junction so likely reduced speeds*)

February 2022 survey data;

506 vehicles per day – 206 Eastbound/ 300 Westbound

12.4mph mean speeds/ 14.7mph 85%ile speeds (*close to Victoria Road junction so likely reduced speeds*)

March 2022 survey data;

569 vehicles per day – 237 Eastbound/ 333 Westbound

10.2mph mean speeds/ 12.2mph 85%ile speeds (*close to Victoria Road junction so likely reduced speeds*)

April 2022 survey data;

523 vehicles per day – 225 Eastbound/ 298 Westbound

12.2mph mean speeds/ 14.5mph 85%ile speeds (*close to Victoria Road junction so likely reduced speeds*)

Cold Bath Road – general AADT figures

2015 - 8279

2016 - 8347

2017 - 8189 (8753 weekday only)

2018 - 8179 (8747 weekday only)

2019 - 8504 (9126 weekday only)

2020 - 6578 (7075 weekday only)

2021

2021 - 6616 (7150 weekday only) end June calc

2021 - 7179 (7723 weekday only) end July calc

2021 - 7286 (7723 weekday only) end August calc

2021 - 7662 (8253 weekday only) end October calc

2021 - 7757 (8355 weekday only) Entire year 1/1/21-31/12/21

2022; to date 7754 (data up to 15/03/2022)**Cold Bath Road Specific weeks**

5/2/2018 – 11/2/2018 - 8282 AADT - 3218 N'bound / 5064 S'bound (3 year before scheme)

16/4/2018 – 22/4/2018 – 8665 AADT - 3293 N'bound / 5372 S'bound

11/2/2019 – 17/2/2019 - 8496 AADT - 3305 N'bound / 5191 S'bound (*8778 AADT weekday)

8/4/2019 – 14/4/2019 – 9369 AADT - 3863 N'bound / 5506 S'bound (*10096 AADT weekday)

10/6/2019 – 16/6/2019 – 9097 AADT – 3486 N'bound/ 5611 S'bound (*9840 AADT weekday)

12/8/2019 – 18/8/2019 - 7487 AADT - 2752 N'bound / 4735 S'bound (*7979 AADT weekday)

16/9/2019 – 22/9/2019 – 9148 AADT - 4480 N'bound / 4668 S'bound (*10950 AADT weekday)

21/10/2019 – 27/10/2019 – 8041 AADT - 4923 N'bound / 3118 S'bound (*8687 AADT weekday)

11/11/2019 – 17/11/2019 – 9279 AADT - 3541 N'bound / 5738 S'bound (*9834 AADT weekday)

09/12/2019 – 15/12/2019 – 89217 AADT - 3357 N'bound / 5569 S'bound (*9630 AADT weekday)

10/2/2020 – 16/2/2020 - 8698 AADT - 3222 N'bound / 5475 S'bound (1 year before scheme) (*9452 AADT weekday)

6/4/2020 – 12/4/2020 – 2712 AADT - 1098 N'bound / 1614 S'bound (full lockdown) (*2943 AADT weekday)

10/8/2020 – 16/8/2020 - 7662 AADT - 2552 N'bound / 5189 S'bound (lockdown easing dates over summer) (*8372 AADT weekday)

09/11/2020 – 15/11/2020 – 5963 AADT – 2280 N'bound / 3683 S'bound (*6634 AADT weekday)

14/12/2020 – 20/12/2020 – 8116 AADT – 2908 N'bound / 5208 S'bound (*8619 AADT weekday)

5/2/2021 – 11/02/2021 – 4929 AADT – 1805 N'bound / 3124 S'bound (week pre-scheme install)

26/2/2021 – 04/03/2021 – 5730 AADT - 2040 N'bound / 3690 S'bound

2/4/2021 – 08/4/2021 – 7703 AADT – 3101 N'bound / 4602 S'bound (Same dates as temp survey dates)

7/5/2021 – 13/5/2021 – 8429 AADT – 3096 N'bound / 5332 S'bound (Same dates as temp survey dates) (*9147 AADT weekday)

16/6/2021 – 22/6/2021 – 8514 AADT – 2979 N'bound / 5536 S'bound (Same dates as temp survey dates) (*9106 AADT weekday)

14/7/2021 – 20/7/2021 – 8097 AADT – 2869 N'bound/ 5228 S'bound (*8713 AADT weekday)

16/7/2021 – 22/7/2021 – 8157 AADT – 2856 N'bound/ 5301 S'bound (*8798 AADT weekday)

21/8/2021 – 27/8/2021 – 8206 AADT – 2829 N'bound/ 5377 S'bound (*8769 AADT weekday)

20/9/2021 – 26/9/2021 – 8847 AADT – 3281 N'bound/ 5566 S'Bound (*9611 AADT weekday)
Closure on Harlow Moor Road closure/ Otley Road scheme.

18/10/2021 – 24/10/2021 - 9666 AADT – 3839 N'bound/ 5827 S'Bound (*10720 AADT weekday)
Closure on Harlow Moor Road closure/ Otley Road scheme.

08/11/2021 – 14/11/2021 – 8665 AADT - 3128 N'bound / 5537 S'bound (*9287 AADT weekday)

13/12/2021 – 19/12/2021 – 8587 AADT - 3069 N'bound / 5518 S'bound (*9205 AADT weekday)

24/01/2021 – 30/01/2022 - 8091 AADT - 3013 N'bound / 5079 S'bound (*8529 AADT weekday)

14/02/2022 – 20/02/2022 – 7713 AADT – 2748 N'bound / 4965 S'bound (*8451 AADT weekday)

21/03/2022 – TBC not yet uploaded

West Park AADT

2017 - 14034

2018 - 13937

2019 - 11133

2020 - 9877

2021;

9344 (May 2021)

9553 (June 2021)

10258 (End July 2021)

10835 (End August 2021)

11488 (end October 2021)

12298 (to 31st December)

2022; to date 12781

Station Parade AADT

2017 – 13200

2018 - 12945

2019 - 10816

2020 - 8912

2021 – 8599 (May 2021)

9203 (June 2021)

9587 (End July 2021)

9884 (End August 2021)

10323 (end October 2021)

10615 (entire 2021)

2022; to date 11228

Survey locations:Vehicle turning counts 24/08/2021

Historically and anecdotal evidence from observations has been that both prior to and after the scheme, the majority of southbound traffic turns left (east) from both Beech Grove (pre-scheme) and Victoria Road/ Queen's Road (post scheme) towards the Prince of Wales roundabout to head south or east, suggesting that most of that traffic can therefore use Station Parade/ York Place in future and cold bath road would become less attractive. I did a vehicle count to assess these manoeuvres on Tuesday 24/08/2021 to record the flows over select intervals, as follows;

* During the same survey, observations were made about queue lengths along Otlely Road from the Prince of Wales roundabout. No queue extended beyond the Beech Grove junction at any time – vehicles often observed waiting after the Beech Grove junction due to right turning vehicles to Park Avenue. In all cases, queues/ waiting cleared within 1 minute.

07:00 – 08:00

Victoria Road left turn into Otley Road - 33 vehicles

Victoria Road right turn into Otley Road - 2 vehicles

Otley Road left turn into Victoria Road - 4 vehicles

Otley Road right turn into Victoria Road - 8 vehicles

Queen's Road not recorded due to position to count limited

08:00 – 09:00

Victoria Road left turn into Otley Road - 85 vehicles

Victoria Road right turn into Otley Road - 1 vehicle

Otley Road left turn into Victoria Road - 1 vehicle

Otley Road right turn into Victoria Road - 13 vehicles

Queen's Road left turn into Otley Road - 60 vehicles

Queen's Road right turn into Otley Road - 4 vehicles

Otley Road left turn into Queen's Road - 6 vehicles

Otley Road right turn into Queen's Road - 35 vehicles

11:00 – 12:00

Victoria Road left turn into Otley Road - 61 vehicles

Victoria Road right turn into Otley Road - 5 vehicles

Otley Road left turn into Victoria Road - 3 vehicles

Otley Road right turn into Victoria Road - 16 vehicles

Queen's Road left turn into Otley Road - 57 vehicles

Queen's Road right turn into Otley Road - 6 vehicles

Otley Road left turn into Queen's Road - 3 vehicles

Otley Road right turn into Queen's Road - 31 vehicles

12:00 – 13:00

Victoria Road left turn into Otley Road - 65 vehicles
Victoria Road right turn into Otley Road - 5 vehicles
Otley Road left turn into Victoria Road - 3 vehicles
Otley Road right turn into Victoria Road - 13 vehicles

Queen's Road left turn into Otley Road - 57 vehicles
Queen's Road right turn into Otley Road - 6 vehicles
Otley Road left turn into Queen's Road - 4 vehicles
Otley Road right turn into Queen's Road - 34 vehicles

15:45 – 16:45

Victoria Road left turn into Otley Road - 75 vehicles
Victoria Road right turn into Otley Road - 3 vehicles
Otley Road left turn into Victoria Road - 4 vehicles
Otley Road right turn into Victoria Road - 22 vehicles

Queen's Road left turn into Otley Road - 54 vehicles
Queen's Road right turn into Otley Road - 6 vehicles
Otley Road left turn into Queen's Road - 6 vehicles
Otley Road right turn into Queen's Road - 34 vehicles

16:45 – 17:45

Victoria Road left turn into Otley Road - 72 vehicles
Victoria Road right turn into Otley Road - 8 vehicles
Otley Road left turn into Victoria Road - 3 vehicles
Otley Road right turn into Victoria Road - 23 vehicles

Queen's Road left turn into Otley Road - 72 vehicles
Queen's Road right turn into Otley Road - 6 vehicles
Otley Road left turn into Queen's Road - 4 vehicles
Otley Road right turn into Queen's Road - 36 vehicles



Beech Grove Beech Grove Experimental Traffic Regulation Order background data.

Beech Grove – Modal Filter pilot August 2020- 2021

1- Data collected

Beech Grove North

August 2020 survey data; 1810 vehicles per day – 1153 Northbound/ 657 Southbound

**school holidays*

50 Cyclists/day – 30 N/B - 19 S/B

22.4mph mean speeds/ 26.8mph 85%ile speeds

April 2021 survey data; 1255 vehicles per day – 972 Northbound/ 283 Southbound

89 Cyclists/day – 53 N/B - 36 S/ B – 78% increase

20.6mph mean speeds/ 25.0mph 85%ile speeds

May/ June 2021 survey data; 1247 vehicles per day – 997 Northbound/ 250 Southbound

**partially into school holiday week*

57 Cyclists/day – 33 N/B - 24 S/B – 14% increase on August 2020/ 36% decrease on April 2021 cycling figures

20.9mph mean speeds/ 25.6mph 85%ile speeds

June 2021 survey data; 1259 vehicles per day – 1002 Northbound/ 256 Southbound

62 cyclists/day (68 weekdays) – 41 N/B – 21 S/B – 24% increase on August 2020 but a 30% decrease on April 2021 cycling figures

20.8mph mean speeds/ 25.3mph 85%ile speeds

July 2021 survey data; 1129 vehicles per day – 900 Northbound/ 229 Southbound

*** School holiday week due to equipment failure preceding week*

50 cyclists/day (45 weekdays) – 28 N/B – 22 S/B – 43% decrease on April 2021 cycling figures

21.1mph mean speeds/ 25.5mph 85%ile speeds

August 2021 survey data; 1142 vehicles per day – 902 Northbound/ 240 Southbound

*** School holiday week*

47 cyclists/day (45 weekdays) – 19 N/B – 28 S/B – 47% decrease on April 2021 cycling figures

21.2mph mean speeds/ 25.7mph 85%ile speeds

September 2021 survey data; 1161 vehicles per day – 949 Northbound/ 212 Southbound

37 cyclists/day (avg 45 weekdays) – 18 N/B – 19 S/B

21.5mph mean speeds/ 26.1mph 85%ile speeds

October 2021 survey data; 1138 vehicles per day – 911 Northbound/ 226 Southbound

33 cyclists/day (avg 33 weekdays) – 19 N/B – 14 S/B

21.4mph mean speeds/ 25.9mph 85%ile speeds

November 2021 survey data; 1239 vehicles per day – 995 Northbound/ 244 Southbound

41 cyclists/day (44 avg weekdays) – 23 N/B – 18 S/B

21.5mph mean speeds/ 25.9mph 85%ile speeds

December 2021 survey data; 1246 vehicles per day – 1014 Northbound/ 232 Southbound

41 cyclists/day (44 avg weekdays) – 23 N/B – 18 S/B

21.5mph mean speeds/ 25.7mph 85%ile speeds

January 2022 survey data; 1041 vehicles per day – 830 Northbound/ 211 Southbound
(*Sunday 23/1/22 731 vehicles*)

26 cyclists/day (31 avg weekdays) – 12 N/B – 14 S/B

21.3mph mean speeds/ 25.8mph 85%ile speeds

February 2022 survey data; 1029 vehicles per day – 855 Northbound/ 174 Southbound

9 cyclists/day (31 avg weekdays) – 9 N/B – 0 S/B (envisaged fault)

22.1mph mean speeds/ 26.1mph 85%ile speeds

March 2022 survey data; 1107 vehicles per day – 879 Northbound/ 228 Southbound

43 cyclists/day (45 avg weekdays) – 23 N/B – 20 S/B

21.5mph mean speeds/ 26.1mph 85%ile speeds

April 2022 survey data; 1038 vehicles per day – 831 Northbound/ 207 Southbound

65 cyclists/day (45 avg weekdays) – 37 N/B – 28 S/B

20.9mph mean speeds/ 25.4mph 85%ile speeds

Beech Grove mid

April 2015-May 2015 survey data; 2712 vehicles per day - 1068 Northbound/ 1643 Southbound

Data does not include cyclist class

August 2020 survey data; 1890 vehicles per day – 858 Northbound/ 1032 Southbound

**school holidays*

36 Cyclists/day – 15 N/B - 21 S/B

24.9mph mean speeds/ 32.0mph 85%ile speeds

April 2021 survey data; 584 vehicles per day – 303 Northbound/ 281 Southbound

84 Cyclists/day – 54 N/B - 30 S/B – 133% increase on August 2020

20.7mph mean speeds/ 27.6mph 85%ile speeds

May/ June 2021 survey data; 515 vehicles per day – 255 Northbound/ 260 Southbound

**partially into school holiday week*

79 Cyclists/day – 34 N/B - 45 S/ B – 119% increase on August 2020

19.8mph mean speeds/ 27.5mph 85%ile speeds

June 2021 survey data; 483 vehicles per day – 241 Northbound/ 243 Southbound

76 cyclists/day (83 weekdays) – 37 N/B – 38 S/B – 111% increase on August 2020/ 6% decrease on April 2021 cycling figures

19.6mph mean speeds/ 27.0mph 85%ile speeds

July 2021 survey data; 391 vehicles per day – 212 Northbound/ 179 Southbound

49 cyclists/ day – 36 N/B – 13 S/B – 36% increase on August 2020/ 42% decrease on April 2021 cycling figures

21mph mean speeds/ 28.1mph 85%ile speeds

August 2021 survey data; 423 vehicles per day – 212 Northbound/ 212 Southbound

** School holiday week

65 cyclists/day (45 weekdays) – 36 N/B – 29 S/B – 23% decrease on April 2021 cycling figures

19.9mph mean speeds/ 27.3mph 85%ile speeds

September 2021 survey data; 382 vehicles per day – 194 Northbound/ 188 Southbound

42 cyclists/day (38 weekdays) – 23 N/B – 19 S/B

20.1mph mean speeds/ 27.1mph 85%ile speeds

October 2021 survey data; 408 vehicles per day – 203 Northbound/ 205 Southbound

37 cyclists/day (avg 37 weekdays) – 13 N/B – 24 S/B

20.0mph mean speeds/ 27.2mph 85%ile speeds

** Manual count of cyclists on 21st October reveals different figures to the tube survey, indicating some cycles are not being counted as cycles and some cycles not being counted at all.

Northbound			
	Thu 21 Oct	Average Workday	Total 7 Day Count
00:00	0	0	- 0
01:00	0	0	- 0
02:00	0	0	- 0
03:00	0	0	- 0
04:00	0	0	- 0
05:00	2	2	- 2
06:00	4	4	- 4
07:00	4	4	- 4
08:00	11	11	7 - 11
09:00	18	18	10 - 18
10:00	12	12	- 12
11:00	19	19	15 - 19
12:00	28	28	21 - 28
13:00	12	12	- 12
14:00	18	18	- 18
15:00	15	15	11 - 15
16:00	19	19	13 - 19
17:00	15	15	- 15
18:00	8	8	- 8
19:00	6	6	- 6
20:00	9	9	- 9
21:00	3	3	- 3
22:00	4	4	- 4
23:00	2	2	- 2
07-19	179	179	- 179
06-22	201	201	- 201
06-24	207	207	- 207
00-24	209	209	- 209
am Peak	11:00	11:00	-
Peak Volume	19	19	-
pm Peak	12:00	12:00	-
Peak Volume	28	28	-

Southbound			
	Thu 21 Oct	Average Workday	Total 7 Day Count
00:00	0	0	- 0
01:00	0	0	- 0
02:00	0	0	- 0
03:00	1	1	- 1
04:00	1	1	- 1
05:00	0	0	- 0
06:00	2	2	- 2
07:00	4	4	- 4
08:00	11	11	6 - 11
09:00	16	16	13 - 16
10:00	20	20	- 20
11:00	19	19	16 - 19
12:00	18	18	15 - 18
13:00	20	20	- 20
14:00	20	20	- 20
15:00	12	12	8 - 12
16:00	15	15	10 - 15
17:00	12	12	- 12
18:00	13	13	- 13
19:00	5	5	- 5
20:00	6	6	- 6
21:00	5	5	- 5
22:00	3	3	- 3
23:00	1	1	- 1
07-19	180	180	- 180
06-22	198	198	- 198
06-24	202	202	- 202
00-24	204	204	- 204
am Peak	10:00	10:00	-
Peak Volume	20	20	-
pm Peak	13:00	13:00	-
Peak Volume	20	20	-

Northbound			
	Thu 21 Oct	Average Workday	Total 7 Day Count
00:00	0	0	- 0
01:00	0	0	- 0
02:00	0	0	- 0
03:00	0	0	- 0
04:00	0	0	- 0
05:00	0	0	- 0
06:00	1	1	- 1
07:00	0	0	- 0
08:00	1	1	4 - 1
09:00	2	2	8 - 2
10:00	0	0	- 0
11:00	0	0	5 - 0
12:00	3	3	8 - 3
13:00	0	0	- 0
14:00	2	2	- 2
15:00	1	1	5 - 1
16:00	2	2	5 - 2
17:00	2	2	- 2
18:00	1	1	- 1
19:00	0	0	- 0
20:00	0	0	- 0
21:00	1	1	- 1
22:00	0	0	- 0
23:00	0	0	- 0
07-19	14	14	- 14
06-22	16	16	- 16
06-24	16	16	- 16
00-24	16	16	- 16
am Peak	09:00	09:00	-
Peak Volume	2	2	-
pm Peak	12:00	12:00	-
Peak Volume	3	3	-

Southbound			
	Thu 21 Oct	Average Workday	Total 7 Day Count
00:00	0	0	- 0
01:00	0	0	- 0
02:00	0	0	- 0
03:00	1	1	- 1
04:00	1	1	- 1
05:00	0	0	- 0
06:00	0	0	- 0
07:00	1	1	- 1
08:00	0	0	6 - 0
09:00	2	2	3 - 2
10:00	3	3	- 3
11:00	2	2	4 - 2
12:00	2	2	9 - 2
13:00	2	2	- 2
14:00	2	2	- 2
15:00	2	2	6 - 2
16:00	4	4	5 - 4
17:00	1	1	- 1
18:00	1	1	- 1
19:00	0	0	- 0
20:00	0	0	- 0
21:00	1	1	- 1
22:00	0	0	- 0
23:00	0	0	- 0
07-19	22	22	- 22
06-22	23	23	- 23
06-24	23	23	- 23
00-24	25	25	- 25
am Peak	10:00	10:00	-
Peak Volume	3	3	-
pm Peak	16:00	16:00	-
Peak Volume	4	4	-

ALL VEHICLES ACTUAL MOTOR VEHICLES COUNT IN RED

CYCLES ACTUAL CYCLE COUNT IN RED

November 2021 survey data; 455 vehicles per day – 228 Northbound/ 227 Southbound

58 cyclists/day (61 avg weekdays) – 33 N/B – 25 S/B

19.4mph mean speeds/ 26.3mph 85%ile speeds

December 2021 survey data; 437 vehicles per day – 216 Northbound/ 221 Southbound

51 cyclists/day (58 avg weekdays) – 30 N/B – 21 S/B

19.4mph mean speeds/ 26.1mph 85%ile speeds

A manual count also undertaken on Friday 10th December from 13:00-14:00 & 14:00-15:00 which shows an under count from the tubes as follows

13:00-14:00

N/B – Tube 2 / Manual 6

S/B – Tube 2 / Manual 4

14:00-15:00

N/B – Tube 3 / Manual 4

S/B – Tube 1 / Manual 6

January 2022 survey data; 436 vehicles per day – 219 Northbound/ 217 Southbound

40 cyclists/day (40 avg weekdays) – 22 N/B – 17 S/B

18.7mph mean speeds/ 25.7mph 85%ile speeds

February 2022 survey data; 307 vehicles per day – 149 Northbound/ 158 Southbound

28 cyclists/day (40 avg weekdays) – 20 N/B – 8 S/B

20.3mph mean speeds/ 26.9mph 85%ile speeds

March 2022 survey data; 395 vehicles per day – 193 Northbound/ 201 Southbound

58 cyclists/day (63 avg weekdays) – 36 N/B – 22 S/B

18.7mph mean speeds/ 26.0mph 85%ile speeds

April 2022 survey data; 348 vehicles per day – 171 Northbound/ 177 Southbound

54 cyclists/day (63 avg weekdays) – 31 N/B – 23 S/B

18.9mph mean speeds/ 26.3mph 85%ile speeds

Beech Grove South

August 2020 survey data; 2141 vehicles per day – 282 Northbound/ 1313 Southbound

**school holidays*

32 Cyclists/ day – 24 N/B - 8 S/B

23.1mph mean speeds/ 28.1mph 85%ile speeds

April 2021 survey data; 461 vehicles per day – 230 Northbound/ 232 Southbound

83 Cyclists/ day – 44 N/B - 39 S/ B – 159% increase on August 2020

17.7mph mean speeds/ 23.9mph 85%ile speeds

May/ June 2021 survey data; 515 vehicles per day – 255 Northbound/ 260 Southbound

**partially into school holiday week*

44 Cyclists/ day – 25 N/B - 19 S/ B – 38% increase on August 2020 ****Low figure on 31st May**

18.8mph mean speeds/ 24.9mph 85%ile speeds

June 2021 survey data; 380 vehicles per day – 190 Northbound/ 190 Southbound

50 cyclists/day (54 weekdays) – 26 N/B – 24 S/B – 56% increase on August 2020/ 40% decrease on April 2021 cycling figures

18.2mph mean speeds/ 24.2mph 85%ile speeds

July 2021 survey data; 380 vehicles per day – 189 Northbound/ 191 Southbound

60 cyclists/ day – 36 N/B – 13 S/B – 87.5% increase on August 2020/ 27% decrease on April 2021 cycling figures

18.1mph mean speeds/ 24.3mph 85%ile speeds

August 2021 survey data; 331 vehicles per day – 163 Northbound/ 168 Southbound

**** School holiday week**

64 cyclists/day (45 weekdays) – 29 N/B – 34 S/B – 47% decrease on April 2021 cycling figures

17.9mph mean speeds/ 24.6mph 85%ile speeds

September 2021 survey data; 302 vehicles per day – 156 Northbound/ 147 Southbound

40 cyclists/day (38 weekdays) – 21 N/B – 19 S/B

18.1mph mean speeds/ 24.6mph 85%ile speeds

October 2021 survey data; 325 vehicles per day – 164 Northbound/ 161 Southbound

40 cyclists/day (avg 31 weekdays) – 20 N/B – 20 S/B

18.0mph mean speeds/ 24.1mph 85%ile speeds

November 2021 survey data; 372 vehicles per day – 188 Northbound/ 183 Southbound

61 cyclists/day (59 avg weekdays) – 29 N/B – 32 S/B

17.6mph mean speeds/ 23.6mph 85%ile speeds

December 2021 survey data; 324 vehicles per day – 164 Northbound/ 160 Southbound

45 cyclists/day (48 avg weekdays) – 22 N/B – 22 S/B

17.0mph mean speeds/ 22.5mph 85%ile speeds

January 2022 survey data; 277 vehicles per day – 142 Northbound/ 135 Southbound

37 cyclists/day (39 avg weekdays) – 19 N/B – 17 S/B

17.0mph mean speeds/ 22.5mph 85%ile speeds

February 2022 survey data; 243 vehicles per day – 126 Northbound/ 118 Southbound

37 cyclists/day (39 avg weekdays) – 19 N/B – 17 S/B

18.5mph mean speeds/ 24.3mph 85%ile speeds

March 2022 survey data; 291 vehicles per day – 157 Northbound/ 134 Southbound

19 cyclists/day (39 avg weekdays) – 13 N/B – 5 S/B

18.3mph mean speeds/ 24.0mph 85%ile speeds

April 2022 survey data; 285 vehicles per day – 148 Northbound/ 137 Southbound

30 cyclists/day (39 avg weekdays) – 17 N/B – 13 S/B

17.2mph mean speeds/ 22.8mph 85%ile speeds

Victoria Road (north)**Feb 2021 (pre-scheme) survey data;** 300 vehicles per day – 104 Northbound/ 206 Southbound

20.9mph/ 26.5mph 85%ile

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph – (3 + 17 + 13 + 8 + 8 + 6 + 7) = **62 No.**/ 35-40mph – (3 + 1 + 1 + 1) = **6 No.** / 40-45mph - 1 + 1 - **2 No.****April 2021 survey data;** 1058 vehicles per day – 271 Northbound/ 787 Southbound

** Equates to a 253% increase in traffic overall/ 282% increase in southbound

20.7mph/ 25.1mph 85%ile

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph – (6 + 28 + 22 + 23 + 22 + 15 + 14) = **130 No.** / 35-40mph – (2 + 4 + 3 + 1 + 6 + 1) = **17 No.** / 40-45mph - 1 + 1 = **2 No.** / 45-50mph – **1 No****May/ June 2021 survey data;** 897 vehicles per day – 218 Northbound/ 679 Southbound***partially into school holiday week**** Equates to a 199% increase in traffic overall/ 230% increase in southbound - 13-15% decrease from April results (*though partially school holidays*)

21.7mph/ 26.6mph 85%ile

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph - (37 + 41 + 15 + 29 + 33 + 42 + 28) = **205 No.** / 35-40mph - (7 + 4 + 1 + 3 + 3 + 1 + 1) = **20 No.** / 40-45 - (1 + 1 + 1) = **3 No.****June 2021 survey data;** 1010 vehicles per day – 254 Northbound/ 756 Southbound

** Equates to a 236% increase in traffic overall/ 266% increase in southbound

21.8mph mean speeds/ 26.5mph 85%ile speeds

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph - (6 + 19 + 19 + 32 + 30 + 39 + 48) = **193 No.** / 35-40mph - (11 + 6 + 1 + 5 + 7 + 16) = **46 No.**/ 40-45mph - (1 + 1 + 1) = **3 No.** / 45-50mph - **1 No****July 2021 survey data;** 920 vehicles per day – 222 Northbound/ 698 Southbound

** Equates to a 206% increase in traffic overall / 238% increase in southbound

25.4mph mean speeds/ 31.3mph 85%ile speeds – 24% increase over pre-scheme Mean speeds
(reflects comments made in recent representations from residents during July).

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph - (78 + 131 + 99 + 190 + 187 + 195 + 165 = **1045 No.** / 35-40mph - (15 + 29 + 28 + 48 + 38 + 36 + 49 = **243 No.** / 40-45mph - (6 + 8 + 4 + 6 + 10 + 9 + 5 = **48 No.** / 45-50mph - (1 + 2 + 2 + 3 = **8 No.**

August 2021 survey data; 917 vehicles per day – 212 Northbound/ 705 Southbound

**** School holiday week**

**** Equates to a 206% increase in traffic overall / 242% increase in southbound**

21.7mph mean speeds/ 26.5mph 85%ile speeds

***Figures of vehicles exceeding 30mph to follow.**

September 2021 survey data; 1245 vehicles per day – 252 Northbound/ 994 Southbound

**** Equates to a 315% increase in traffic overall / 382% increase in southbound**

20.6mph mean speeds/ 25.1mph 85%ile speeds

***Figures of vehicles exceeding 30mph to follow.**

Closure on Harlow Moor Road closure/ Otley Road scheme.

October 2021 survey data; 1107 vehicles per day – 265 Northbound/ 842 Southbound

**** Equates to a 269% increase in traffic/ 308% increase in southbound**

21.7mph mean/ 26.1mph 85%ile

November 2021 survey data; 1208 vehicles per day – 287 Northbound/ 921 Southbound

**** Equates to a 302% increase in traffic/ 347% increase in southbound**

21.7mph mean/ 26.1mph 85%ile

December 2021 survey data; 1188 vehicles per day – 284 Northbound/ 904 Southbound

**** Equates to a 296% increase in traffic/ 339% increase in southbound**

21.5mph mean/ 26.1mph 85%ile

January 2022 survey data; tube failure due to loops cut by road sweeper or similar vehicle. Only Saturday 22 Jan fully operational 989 vehicles

February 2022 survey data; 1093 vehicles per day – 245 Northbound/ 848 Southbound

** Equates to a 264% increase in traffic/ 312% increase in southbound

22.0mph mean/ 26.4mph 85%ile

March 2022 survey data; 1084 vehicles per day – 271 Northbound/ 812 Southbound

** Equates to a 261% increase in traffic/ 294% increase in southbound

22.4mph mean/ 27.0mph 85%ile

April 2022 survey data; 1156 vehicles per day – 239 Northbound/ 917 Southbound

** Equates to a 285% increase in traffic/ 345% increase in southbound

21.6mph mean/ 25.6mph 85%ile

Victoria Road (Southern section)**Feb 2021 (pre-scheme) survey data;** 257 vehicles per day – 85 Northbound/ 171 Southbound

19mph mean/ 24.7mph 85%ile

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph – (x) = **62 No.**/ 35-40mph – (x) = **6 No.** / 40-45mph – (x + x) - **2 No.***Data disappeared from c2 web***April 2021 survey data;** 1238 vehicles per day – 299 Northbound/ 939 Southbound

** Equates to a 382% increase in traffic/ 449% increase in southbound

19.2mph mean/ 24.1mph 85%ile

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph – (6 + 8 + 11 + 8 + 9 + 9 + 13) = **64 No.**/ 35-40mph – (1 + 2 + 2) = **5 No.****May/ June 2021 survey data;** 952 vehicles per day – 237 Northbound/ 715 Southbound**partially into school holiday week*** Equates to a 270% increase in traffic/ 318% increase in southbound - 23-24% decrease on April results though ran into 1st week of June school holidays

20.4mph mean / 25mph 85%ile

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph – (7 + 22 + 16 + 18 + 17 + 23 + 8) = **111 No.**/ 35-40mph – (1 + 5 + 2 + 1 + 5 + 3) = **17 No.** / 40-45mph – (1 + 1 + 1 + 1) - **4 No.****June 2021 survey data;** 1176 vehicles per day – 283 Northbound/ 892 Southbound

** Equates to a 357% increase in traffic/ 421% increase in southbound - 23-25% increase on May survey results

20.5mph mean/ 25.0mph 85%ile

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph – (29 + 17 + 15 + 17 + 21 + 14 + 26) = **139 No.**/ 35-40mph – (2 + 2 + 3 + 2 + 6) = **13 No.** / 40-45mph – (2 + 1) - **3 No.**/ 45-50mph - **1 No.****July 2021 survey data;** 1084 vehicles per day – 245 Northbound/ 838 Southbound

** Equates to a 322% increase in traffic/ 390% increase in southbound - 23-17% increase on May survey results

21.2mph mean/ 26.4mph 85%ile - 12% increase over pre-scheme Mean speeds (*reflects comments made in recent representations from residents*).

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph (25 + 31 + 13 + 25 + 23 + 28 + 23)= **168 No.** / 35-40mph (2 + 5 + 1 + 3 + 3 + 4) = **18 No.** / 40-45mph - (1 + 2) = **3 No.**

August 2021 survey data; 1067 vehicles per day – 246 Northbound/ 821 Southbound

**** School holiday week**

**** Equates to a 315% increase in traffic/ 380% increase in southbound**

21.1mph mean/ 25.9mph 85%ile – lower than pre-scheme speeds

September 2021 survey data; 1132 vehicles per day – 252 Northbound/ 881 Southbound **** Otley Road scheme/ Harlow Moor Road closure**

**** Equates to a 340% increase in traffic overall / 415% increase in southbound**

21.9mph mean speeds/ 26.3mph 85%ile speeds (**** higher speeds southbound**)

Closure on Harlow Moor Road closure/ Otley Road scheme.

October 2021 survey data; 1261 vehicles per day – 277 Northbound/ 984 Southbound

**** Equates to a 390% increase in traffic/ 475% increase in southbound**

20.3mph mean/ 24.8mph 85%ile

November 2021 survey data; 1393 vehicles per day – 342 Northbound/ 1051 Southbound

**** Equates to a 442% increase in traffic/ 514% increase in southbound**

20.5mph mean/ 25.1mph 85%ile

December 2021 survey data; 1339 vehicles per day – 307 Northbound/ 1032 Southbound

**** Equates to a 421% increase in traffic/ 504% increase in southbound**

20.3mph mean/ 24.7mph 85%ile

January 2022 survey data; 1152 vehicles per day – 265 Northbound/ 887 Southbound

**** Equates to a 348% increase in traffic/ 419% increase in southbound**

20.4mph mean/ 25.0mph 85%ile

February 2022 survey data; 1240 vehicles per day – 280 Northbound/ 960 Southbound

** Equates to a 382% increase in traffic/ 461% increase in southbound

20.5mph mean/ 25.0mph 85%ile

March 2022 survey data; 1286 vehicles per day – 275 Northbound/ 1011 Southbound (*school holiday week due to tube failure preceding week*)

** Equates to a 400% increase in traffic/ 491% increase in southbound

20.1mph mean/ 24.7mph 85%ile

April 2022 survey data; 1199 vehicles per day – 273 Northbound/ 926 Southbound

** Equates to a 366% increase in traffic/ 442% increase in southbound

20.5mph mean/ 25.2mph 85%ile

Queens Road (south of Lancaster Road)**Feb 2021 (pre-scheme) survey data;** 565 vehicles per day – 237 Northbound/ 328 Southbound

15.6mph/ 19mph 85%ile

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph – (1 + 1) = **2 No.****April 2021 survey data;** 1320 vehicles per day – 514 Northbound/ 806 Southbound

** Equates to a 134% increase in traffic/ 146% increase in southbound

14.7mph/ 17.9mph 85%ile

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph (1)= **1 No.****May/ June 2021 survey data;** 1190 vehicles per day – 411 Northbound/ 779 Southbound**partially into school holiday week*

** Equates to a 111% increase in traffic/ 138% increase in southbound - 3-10% decrease on April results

15.4mph/ 18.7mph 85%ile

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph (3 + 1 + 1 + 1) = **6 No.** / 35-40mph (1) = **1 No.****June 2021 survey data;** 1253 vehicles per day – 502 Northbound/ 751 Southbound

** Equates to a 122% increase in traffic/ 129% increase in southbound

15.7mph mean speeds/ 19.1mph 85%ile speeds

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph (1 + 1 + 1 + 3)= **6 No.** / 35-40mph (1 + 1 + 1) = **3 No.** / 40-45mph - (2) = **2 No.****July 2021 survey data;** 1177 vehicles per day – 457 Northbound/ 719 Southbound**Data over 6 days as 7th day data includes missing data during day (possible parked vehicle)*

** Equates to a 108% increase in traffic/ 119% increase in southbound

15.1mph mean speeds/ 18.4mph 85%ile speeds (*same for both 6 and 7 day counts*)

Max speeds recorded over course of week (checked by individual days for accurate reading)

30-35mph (2 + 1 + 2 + 1 + 1) = **7 No.** / 35-40mph (1 + 3 + 3 + 1) = **8 No.** / 40-45mph - (1 + 1) = **2 No.** / 50-55mph - (1) = **1 No @ 2am.**

August 2021 survey data; 1100 vehicles per day – 407 Northbound/ 692 Southbound

**** School holiday week**

**** Equates to a 95% increase in traffic/ 111% increase in southbound**

16.2mph mean speeds/ 19.6mph 85%ile speeds

Max speeds recorded over course of week (checked by individual days for accurate reading)

***Figures of vehicles exceeding 30mph to follow.**

September 2021 survey data; 1402 vehicles per day – 491 Northbound/ 910 Southbound **** Otley Road scheme/ Harlow Moor Road closure**

**** Equates to a 148% increase in traffic overall / 177% increase in southbound**

16.2mph mean speeds/ 19.6mph 85%ile speeds (**** higher speeds southbound**)

***Figures of vehicles exceeding 30mph to follow.**

Closure on Harlow Moor Road closure/ Otley Road scheme.

October 2021 survey data; 1441 vehicles per day – 515 Northbound/ 926 Southbound

**** Equates to a 155% increase in traffic overall / 182% increase in southbound**

15.3mph mean/ 18.3mph 85%ile

November 2021 survey data; 1433 vehicles per day – 574 Northbound/ 859 Southbound

**** Equates to a 153% increase in traffic overall / 162% increase in southbound**

15.7mph mean/ 18.9mph 85%ile

December 2021 survey data; 1578 vehicles per day – 656 Northbound/ 922 Southbound

**** Equates to a 179% increase in traffic overall / 181% increase in southbound**

14.8mph mean/ 17.7mph 85%ile

January 2022 survey data; 1191 vehicles per day – 486 Northbound/ 705 Southbound

**** Equates to a 111% increase in traffic overall / 115% increase in southbound**

16.1mph mean/ 19.5mph 85%ile

February 2022 survey data; 1210 vehicles per day – 489 Northbound/ 721 Southbound

** Equates to a 114% increase in traffic overall / 120% increase in southbound

15.9mph mean/ 19.1mph 85%ile

March 2022 survey data; 1228 vehicles per day – 513 Northbound/ 715 Southbound

** Equates to a 117% increase in traffic overall / 118% increase in southbound

15.7mph mean/ 19.0mph 85%ile

April 2022 survey data; *** TUBE FAILURE/ DAMAGE

Queen's Road (North)

August 2021 survey data (new survey from August 2021 – allows for monitoring pre-Victoria Road one way)

**** School holiday week**

1257 vehicles per day – 817 South-eastbound/ 441 North-westbound

17.4mph mean speeds/ 21.3mph 85%ile speeds

September 2021 survey data; ** Otley Road scheme/ Harlow Moor Road closure

1496 vehicles per day – 493 South-eastbound/ 1003 North-westbound (***loops possibly wrong way round?*)

17.9mph mean speeds/ 21.6mph 85%ile speeds

Closure on Harlow Moor Road closure/ Otley Road scheme.

October 2021 survey data;

1567 vehicles per day – 1036 South-eastbound/ 532 North-westbound

17.5mph mean speeds/ 21.3mph 85%ile speeds

November 2021 survey data;

1601 vehicles per day – 942 South-eastbound/ 658 North-westbound

**** Equates to a 27% increase between August (school holiday week) and November**

17.3mph mean speeds/ 21.2mph 85%ile speeds

December 2021 survey data;

1461 vehicles per day – 909 South-eastbound/ 553 North-westbound

17.0mph mean speeds/ 20.8mph 85%ile speeds

January 2022 survey data;

1469 vehicles per day – 898 South-eastbound/ 571 North-westbound (4 day data only due to vehicle parked on tubes)

17.5mph mean speeds/ 21.6mph 85%ile speeds

February 2022 survey data; tube failure – no data

March 2022 survey data;

1373 vehicles per day – 833 South-eastbound/ 540 North-westbound

17.8mph mean speeds/ 21.8mph 85%ile speeds

April 2022 survey data;

1237 vehicles per day – 741 South-eastbound/ 496 North-westbound

16.9mph mean speeds/ 21.0mph 85%ile speeds

Lancaster Road

August 2021 survey data (new survey from August 2021 – allows for monitoring pre-Victoria Road one way)

**** School holiday week**

487 vehicles per day – 200 Eastbound/ 287 Westbound

11.9mph mean speeds/ 14.2mph 85%ile speeds (*close to Victoria Road junction so likely reduced speeds*)

September 2021 survey data;

513 vehicles per day – 204 Eastbound/ 309 Westbound

12.7mph mean speeds/ 15.0mph 85%ile speeds (*close to Victoria Road junction so likely reduced speeds*)

Closure on Harlow Moor Road closure/ Otley Road scheme.

October 2021 survey data;

525 vehicles per day – 201 Eastbound/ 323 Westbound

12.9mph mean speeds/ 15.2mph 85%ile speeds (*close to Victoria Road junction so likely reduced speeds*)

November 2021 survey data;

599 vehicles per day – 264 Eastbound/ 336 Westbound

12.5mph mean speeds/ 14.8mph 85%ile speeds (*close to Victoria Road junction so likely reduced speeds*)

December 2021 survey data;

549 vehicles per day – 212 Eastbound/ 338 Westbound

12.5mph mean speeds/ 14.8mph 85%ile speeds (*close to Victoria Road junction so likely reduced speeds*)

January 2022 survey data;

457 vehicles per day – 186 Eastbound/ 270 Westbound

12.0mph mean speeds/ 14.5mph 85%ile speeds (*close to Victoria Road junction so likely reduced speeds*)

February 2022 survey data;

506 vehicles per day – 206 Eastbound/ 300 Westbound

12.4mph mean speeds/ 14.7mph 85%ile speeds (*close to Victoria Road junction so likely reduced speeds*)

March 2022 survey data;

569 vehicles per day – 237 Eastbound/ 333 Westbound

10.2mph mean speeds/ 12.2mph 85%ile speeds (*close to Victoria Road junction so likely reduced speeds*)

April 2022 survey data;

523 vehicles per day – 225 Eastbound/ 298 Westbound

12.2mph mean speeds/ 14.5mph 85%ile speeds (*close to Victoria Road junction so likely reduced speeds*)

Cold Bath Road – general AADT figures

2015 - 8279

2016 - 8347

2017 - 8189 (8753 weekday only)

2018 - 8179 (8747 weekday only)

2019 - 8504 (9126 weekday only)

2020 - 6578 (7075 weekday only)

2021

2021 - 6616 (7150 weekday only) end June calc

2021 - 7179 (7723 weekday only) end July calc

2021 - 7286 (7723 weekday only) end August calc

2021 - 7662 (8253 weekday only) end October calc

2021 - 7757 (8355 weekday only) Entire year 1/1/21-31/12/21

2022; to date 7754 (data up to 15/03/2022)**Cold Bath Road Specific weeks**

5/2/2018 – 11/2/2018 - 8282 AADT - 3218 N'bound / 5064 S'bound (3 year before scheme)

16/4/2018 – 22/4/2018 – 8665 AADT - 3293 N'bound / 5372 S'bound

11/2/2019 – 17/2/2019 - 8496 AADT - 3305 N'bound / 5191 S'bound (*8778 AADT weekday)

8/4/2019 – 14/4/2019 – 9369 AADT - 3863 N'bound / 5506 S'bound (*10096 AADT weekday)

10/6/2019 – 16/6/2019 – 9097 AADT – 3486 N'bound/ 5611 S'bound (*9840 AADT weekday)

12/8/2019 – 18/8/2019 - 7487 AADT - 2752 N'bound / 4735 S'bound (*7979 AADT weekday)

16/9/2019 – 22/9/2019 – 9148 AADT - 4480 N'bound / 4668 S'bound (*10950 AADT weekday)

21/10/2019 – 27/10/2019 – 8041 AADT - 4923 N'bound / 3118 S'bound (*8687 AADT weekday)

11/11/2019 – 17/11/2019 – 9279 AADT - 3541 N'bound / 5738 S'bound (*9834 AADT weekday)

09/12/2019 – 15/12/2019 – 89217 AADT - 3357 N'bound / 5569 S'bound (*9630 AADT weekday)

10/2/2020 – 16/2/2020 - 8698 AADT - 3222 N'bound / 5475 S'bound (1 year before scheme) (*9452 AADT weekday)

6/4/2020 – 12/4/2020 – 2712 AADT - 1098 N'bound / 1614 S'bound (full lockdown) (*2943 AADT weekday)

10/8/2020 – 16/8/2020 - 7662 AADT - 2552 N'bound / 5189 S'bound (lockdown easing dates over summer) (*8372 AADT weekday)

09/11/2020 – 15/11/2020 – 5963 AADT – 2280 N'bound / 3683 S'bound (*6634 AADT weekday)

14/12/2020 – 20/12/2020 – 8116 AADT – 2908 N'bound / 5208 S'bound (*8619 AADT weekday)

5/2/2021 – 11/02/2021 – 4929 AADT – 1805 N'bound / 3124 S'bound (week pre-scheme install)

26/2/2021 – 04/03/2021 – 5730 AADT - 2040 N'bound / 3690 S'bound

2/4/2021 – 08/4/2021 – 7703 AADT – 3101 N'bound / 4602 S'bound (Same dates as temp survey dates)

7/5/2021 – 13/5/2021 – 8429 AADT – 3096 N'bound / 5332 S'bound (Same dates as temp survey dates) (*9147 AADT weekday)

16/6/2021 – 22/6/2021 – 8514 AADT – 2979 N'bound / 5536 S'bound (Same dates as temp survey dates) (*9106 AADT weekday)

14/7/2021 – 20/7/2021 – 8097 AADT – 2869 N'bound/ 5228 S'bound (*8713 AADT weekday)

16/7/2021 – 22/7/2021 – 8157 AADT – 2856 N'bound/ 5301 S'bound (*8798 AADT weekday)

21/8/2021 – 27/8/2021 – 8206 AADT – 2829 N'bound/ 5377 S'bound (*8769 AADT weekday)

20/9/2021 – 26/9/2021 – 8847 AADT – 3281 N'bound/ 5566 S'Bound (*9611 AADT weekday)

Closure on Harlow Moor Road closure/ Otley Road scheme.

18/10/2021 – 24/10/2021 - 9666 AADT – 3839 N'bound/ 5827 S'Bound (*10720 AADT weekday)

Closure on Harlow Moor Road closure/ Otley Road scheme.

08/11/2021 – 14/11/2021 – 8665 AADT - 3128 N'bound / 5537 S'bound (*9287 AADT weekday)

13/12/2021 – 19/12/2021 – 8587 AADT - 3069 N'bound / 5518 S'bound (*9205 AADT weekday)

24/01/2021 – 30/01/2022 - 8091 AADT - 3013 N'bound / 5079 S'bound (*8529 AADT weekday)

14/02/2022 – 20/02/2022 – 7713 AADT – 2748 N'bound / 4965 S'bound (*8451 AADT weekday)

21/03/2022 – TBC not yet uploaded

West Park AADT

2017 - 14034

2018 - 13937

2019 - 11133

2020 - 9877

2021;

9344 (May 2021)

9553 (June 2021)

10258 (End July 2021)

10835 (End August 2021)

11488 (end October 2021)

12298 (to 31st December)

2022; to date 12781

Station Parade AADT

2017 – 13200

2018 - 12945

2019 - 10816

2020 - 8912

2021 – 8599 (May 2021)

9203 (June 2021)

9587 (End July 2021)

9884 (End August 2021)

10323 (end October 2021)

10615 (entire 2021)

2022; to date 11228

Survey locations:Vehicle turning counts 24/08/2021

Historically and anecdotal evidence from observations has been that both prior to and after the scheme, the majority of southbound traffic turns left (east) from both Beech Grove (pre-scheme) and Victoria Road/ Queen's Road (post scheme) towards the Prince of Wales roundabout to head south or east, suggesting that most of that traffic can therefore use Station Parade/ York Place in future and cold bath road would become less attractive. I did a vehicle count to assess these manoeuvres on Tuesday 24/08/2021 to record the flows over select intervals, as follows;

* During the same survey, observations were made about queue lengths along Otley Road from the Prince of Wales roundabout. No queue extended beyond the Beech Grove junction at any time – vehicles often observed waiting after the Beech Grove junction due to right turning vehicles to Park Avenue. In all cases, queues/ waiting cleared within 1 minute.

07:00 – 08:00

Victoria Road left turn into Otley Road - 33 vehicles

Victoria Road right turn into Otley Road - 2 vehicles

Otley Road left turn into Victoria Road - 4 vehicles

Otley Road right turn into Victoria Road - 8 vehicles

Queen's Road not recorded due to position to count limited

08:00 – 09:00

Victoria Road left turn into Otley Road - 85 vehicles

Victoria Road right turn into Otley Road - 1 vehicle

Otley Road left turn into Victoria Road - 1 vehicle

Otley Road right turn into Victoria Road - 13 vehicles

Queen's Road left turn into Otley Road - 60 vehicles

Queen's Road right turn into Otley Road - 4 vehicles

Otley Road left turn into Queen's Road - 6 vehicles

Otley Road right turn into Queen's Road - 35 vehicles

11:00 – 12:00

Victoria Road left turn into Otley Road - 61 vehicles

Victoria Road right turn into Otley Road - 5 vehicles

Otley Road left turn into Victoria Road - 3 vehicles

Otley Road right turn into Victoria Road - 16 vehicles

Queen's Road left turn into Otley Road - 57 vehicles

Queen's Road right turn into Otley Road - 6 vehicles

Otley Road left turn into Queen's Road - 3 vehicles

Otley Road right turn into Queen's Road - 31 vehicles

12:00 – 13:00

Victoria Road left turn into Otley Road - 65 vehicles
Victoria Road right turn into Otley Road - 5 vehicles
Otley Road left turn into Victoria Road - 3 vehicles
Otley Road right turn into Victoria Road - 13 vehicles

Queen's Road left turn into Otley Road - 57 vehicles
Queen's Road right turn into Otley Road - 6 vehicles
Otley Road left turn into Queen's Road - 4 vehicles
Otley Road right turn into Queen's Road - 34 vehicles

15:45 – 16:45

Victoria Road left turn into Otley Road - 75 vehicles
Victoria Road right turn into Otley Road - 3 vehicles
Otley Road left turn into Victoria Road - 4 vehicles
Otley Road right turn into Victoria Road - 22 vehicles

Queen's Road left turn into Otley Road - 54 vehicles
Queen's Road right turn into Otley Road - 6 vehicles
Otley Road left turn into Queen's Road - 6 vehicles
Otley Road right turn into Queen's Road - 34 vehicles

16:45 – 17:45

Victoria Road left turn into Otley Road - 72 vehicles
Victoria Road right turn into Otley Road - 8 vehicles
Otley Road left turn into Victoria Road - 3 vehicles
Otley Road right turn into Victoria Road - 23 vehicles

Queen's Road left turn into Otley Road - 72 vehicles
Queen's Road right turn into Otley Road - 6 vehicles
Otley Road left turn into Queen's Road - 4 vehicles
Otley Road right turn into Queen's Road - 36 vehicles



2. Responses received as part of the consultation**Residents of Beech Grove**

Comment – no formal objection made	Objection	Support	General Feedback
3	6	13	8

Residents of Victoria Road

Comment – no formal objection made	Objection	Support	General Feedback
5	5	3	2

Residents of Queen's Road

Comment – no formal objection made	Objection	Support	General Feedback
5	4	N/A	5

Residents of Lancaster Road

Comment – no formal objection made	Objection	Support	General Feedback
7	N/A	5	N/A

Residents/Groups Outside of the Immediate Area - General Responses

Comment – no formal objection made	Objection	Support	General Feedback		
37	34+1*	75+2*	14		

* Group response

North Yorkshire County Council
Customer Service Centre
County Hall
Northallerton
North Yorkshire
DL7 8AD
Tel: 01609 780780

Web: www.northyorks.gov.uk

Contact: Area 6 Highways Office

Date: 19 October 2022

Dear Resident/Occupier,

OTLEY ROAD AND BEECH GROVE, HARROGATE – ACTIVE TRAVEL IMPROVEMENT SCHEMES

North Yorkshire County Council are currently in the process of reviewing a series of proposed Active Travel Schemes across Harrogate in order to ensure the overarching strategic vision for sustainable travel infrastructure in the Town links together holistically to encourage the take up of walking and cycling. An interactive map showing all the current and proposed schemes across Harrogate is available for viewing on our website using the following link [Harrogate Active Travel projects | North Yorkshire County Council](#).

As you may already be aware, North Yorkshire County Council have recently delivered the first phase of the National Productivity Investment Fund (NPIF) on Otley Road to create the first phase of a new cycleway, alongside a number of signalised junction improvements across the route to improve safety and address congestions along this key route corridor. The next phase of this scheme is on Otley Road between the junctions of Cold Bath Road/Arthurs Avenue and Beech Grove.

A consultation event took place on the design for these proposals in May 2022. Following from the delivery of Phase 1, Officers have taken the opportunity to reflect on the feedback received from that event, throughout construction and subsequent use to review the designs already prepared for this next phase. This was to ensure the links for this scheme are thoroughly considered as part of the wider strategic vision for Harrogate. This led to the identification of a short section of shared footway and cycleway between Victoria Road and Beech Grove, which could be too narrow to encourage use of the cycleway.

In addition to this, the lapsing of the Experimental Traffic Regulation Order on Beech Grove for the modal filter in August 2022 has led to a review of how proposals here link to the wider strategic vision across Harrogate for sustainable transport infrastructure and link to the next phase of the Otley Road Cycleway.

We are therefore writing to you as you are in the area affected by the next phase of the scheme to seek your views on the options we have for the cycleway alongside the linked proposals for Beech Grove. Please note that either option for Beech Grove can work with each option for NPIF phase 2.

Enclosed are the following options for you to consider for both NPIF and the development of Beech Grove:

NPIF Options

1. The existing proposal on Otley Road for phase 2
2. An alternative route for phase 2 using Victoria Road
3. An alternative route for phase 3 using Queens Road

Beech Grove Options

4. Modal filters on Beech Grove with one-way on Victoria Road
5. One-way arrangements on Beech Grove and Victoria Road

We would like to hear your comments on which option for both NPIF and Beech Grove would encourage you to take up more walking and cycling in the area.

Please send your comments through to Area6.Boroughbridge@northyorks.gov.uk using 'NPIF Phase 2 Consultation' in the title of your email or letter. Postal comments are to be sent to :

NYCC
Highways & Transportation
Area 6 Boroughbridge Office
Stump Cross
Boroughbridge
YO51 9HU

This consultation will run from 24th October 2022 – 28th November 2022.

There will also be 'Meet the Designer' events on Friday 11th November 4.30pm- 7.30pm at Harrogate Civic Centre should you wish to attend and ask any questions or share your thoughts on the proposals.

Please note that there is also a consultation taking place at the same time, related to the Active Travel Fund for Oatland Drive / The Saints are of Harrogate. This is separate to this engagement, as it is a wider consultation of potential active travel options for the area. If you wish to participate in this, you can do so by visiting the website link <https://oatlands.commonplace.is/> or find us via the NYCC website

Yours faithfully

Customer Service Centre

Otley Road and Beech Grove - Active Travel Improvement Scheme Feedback Form

Please tick your preferred NPIF option

NPIF Options

Option 1	The existing proposal on Otley Road for Phase 2	<input type="checkbox"/>	<input type="checkbox"/>
Option 2	An alternative route for Phase 2 using Victoria Road	<input type="checkbox"/>	<input type="checkbox"/>
Option 3	An alternative route for Phase 3 using Queen's Road	<input type="checkbox"/>	<input type="checkbox"/>

Please tick your preferred Beech Grove option

Beech Grove Options

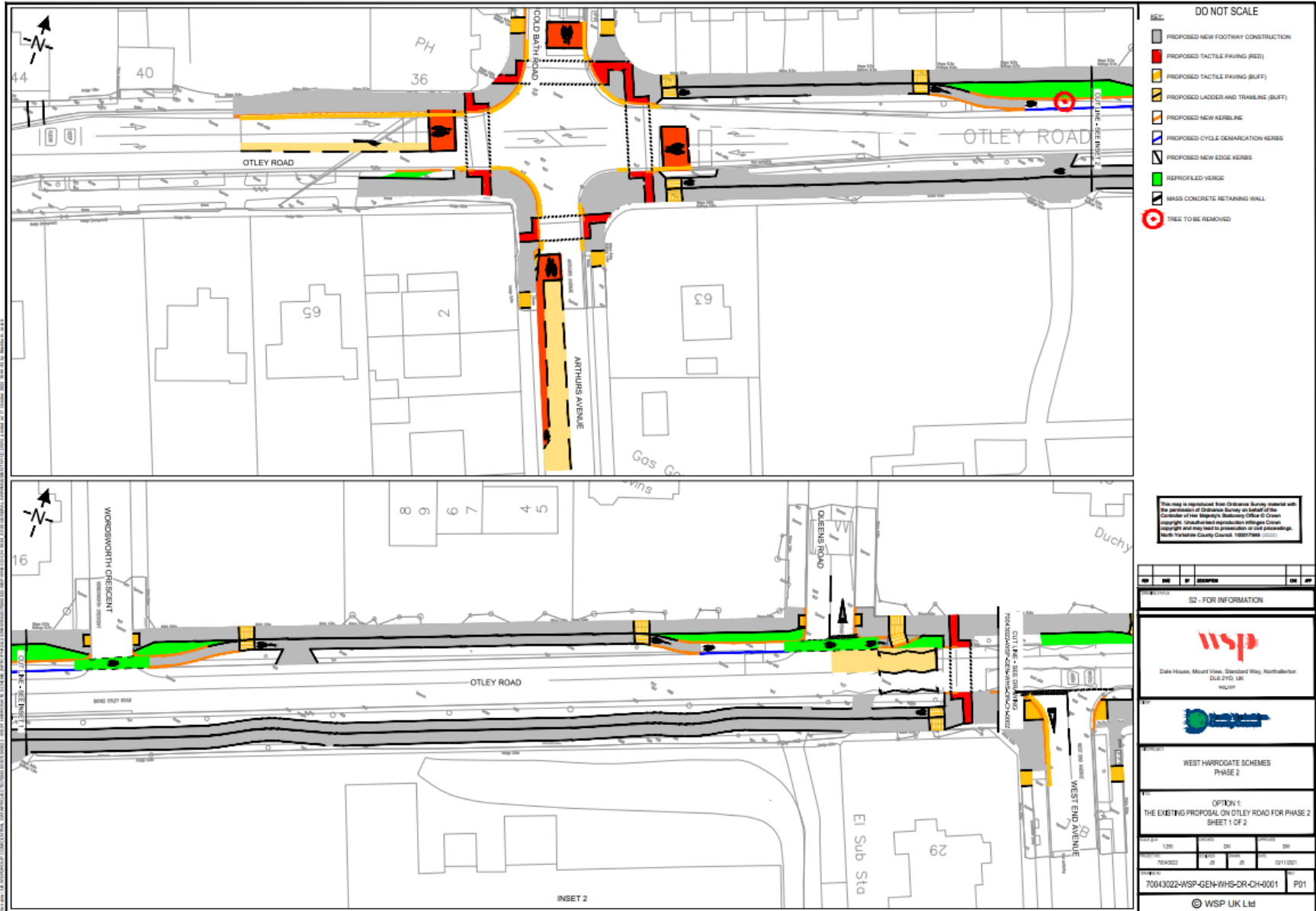
Option 4	Modal Filters on Beech Grove with one-way on Victoria Road	<input type="checkbox"/>
Option 5	One-way arrangements on Beech Grove and Victoria Road	<input type="checkbox"/>

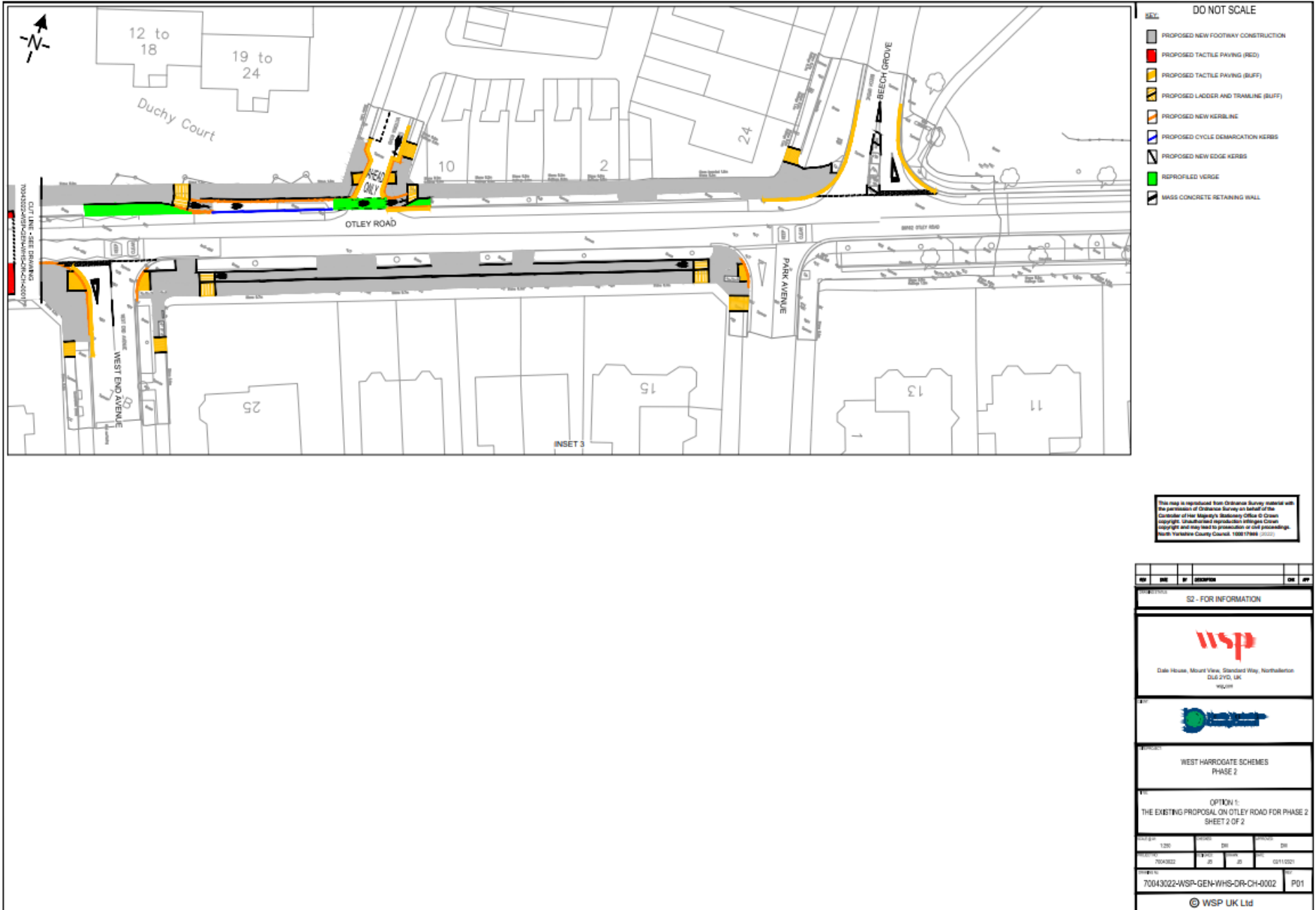
Comments

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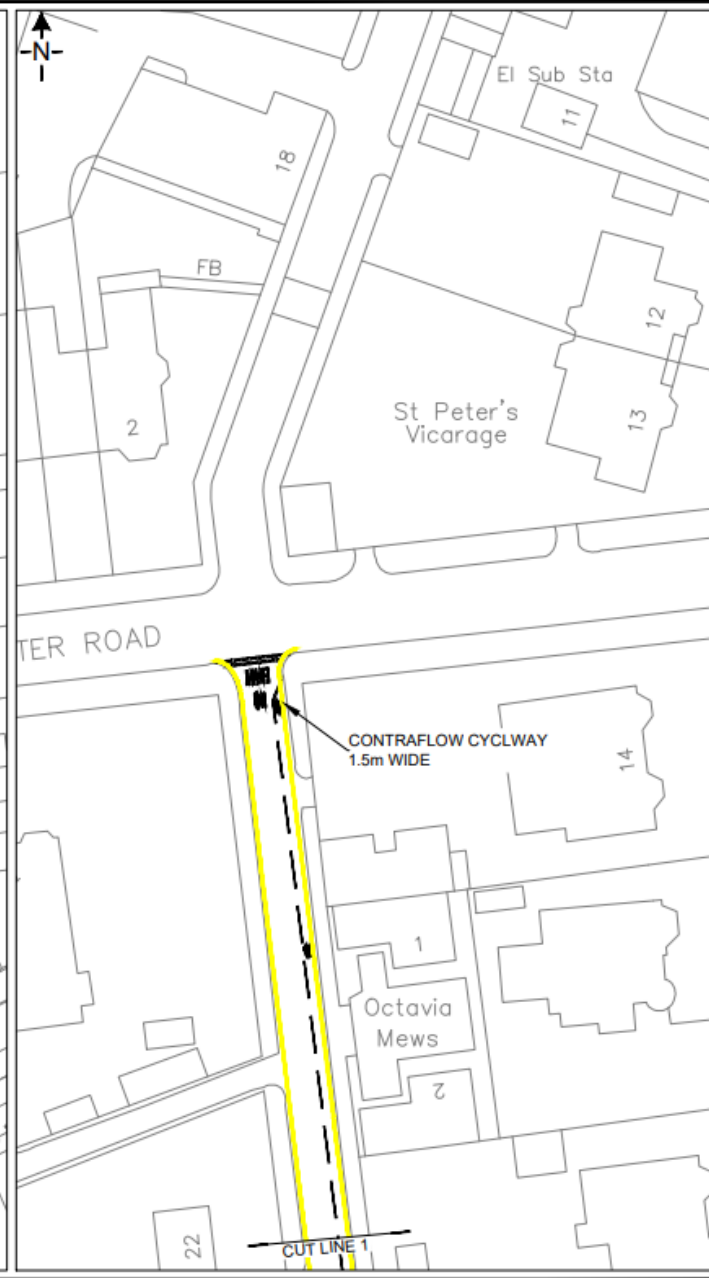
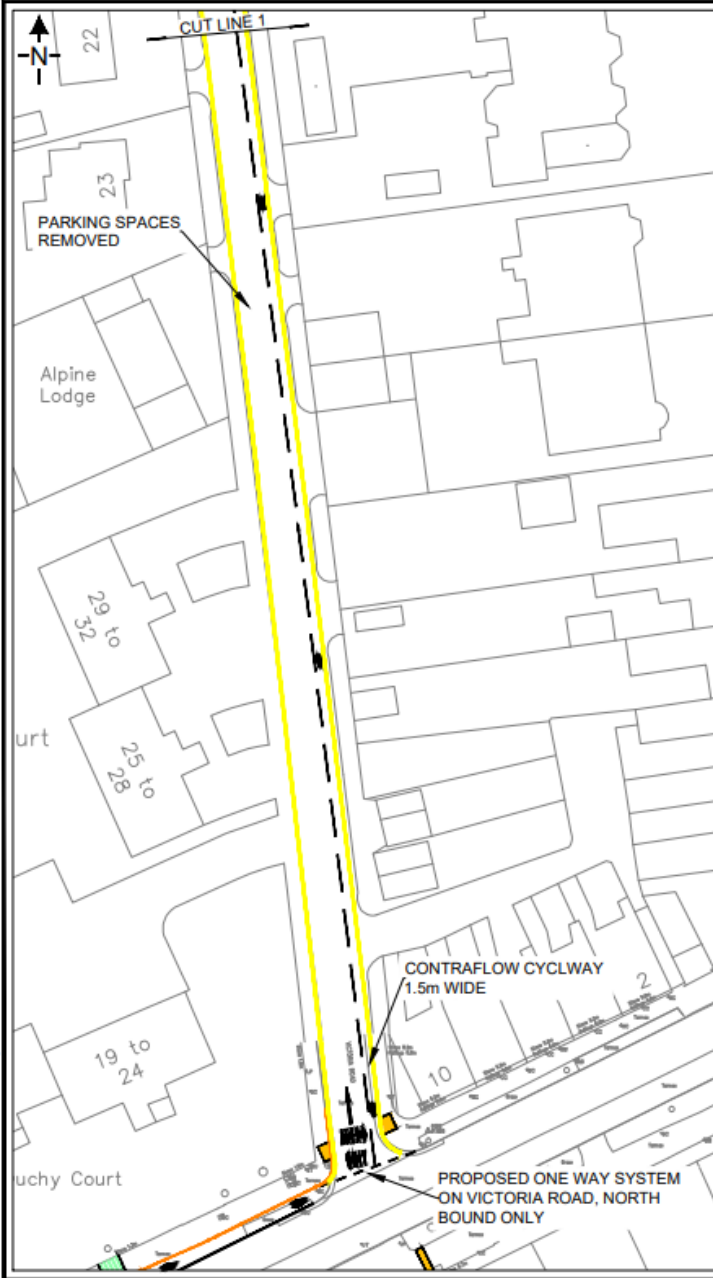
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Name:
Contact Details:





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DO NOT SCALE

P01	17/10/2022	JM	FIRST ISSUE		JB	DM
REV	DATE	BY	DESCRIPTION		CHK	APP

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DL6 2YD, UK
wsp.com

North Yorkshire
County Council

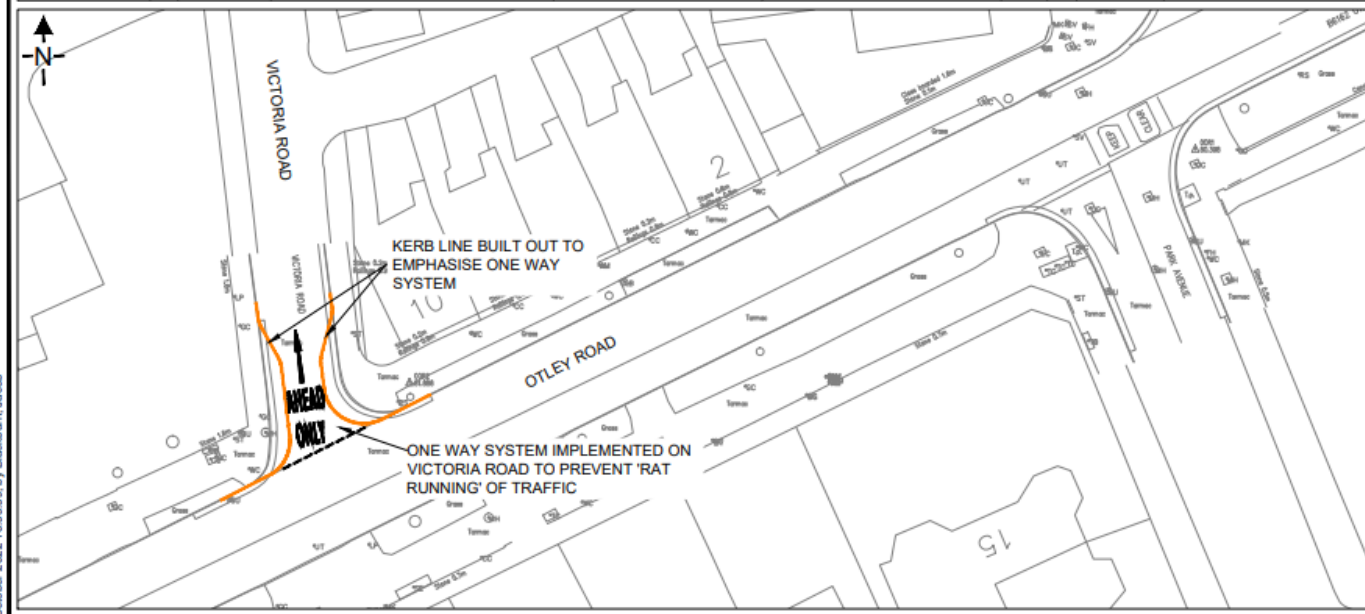
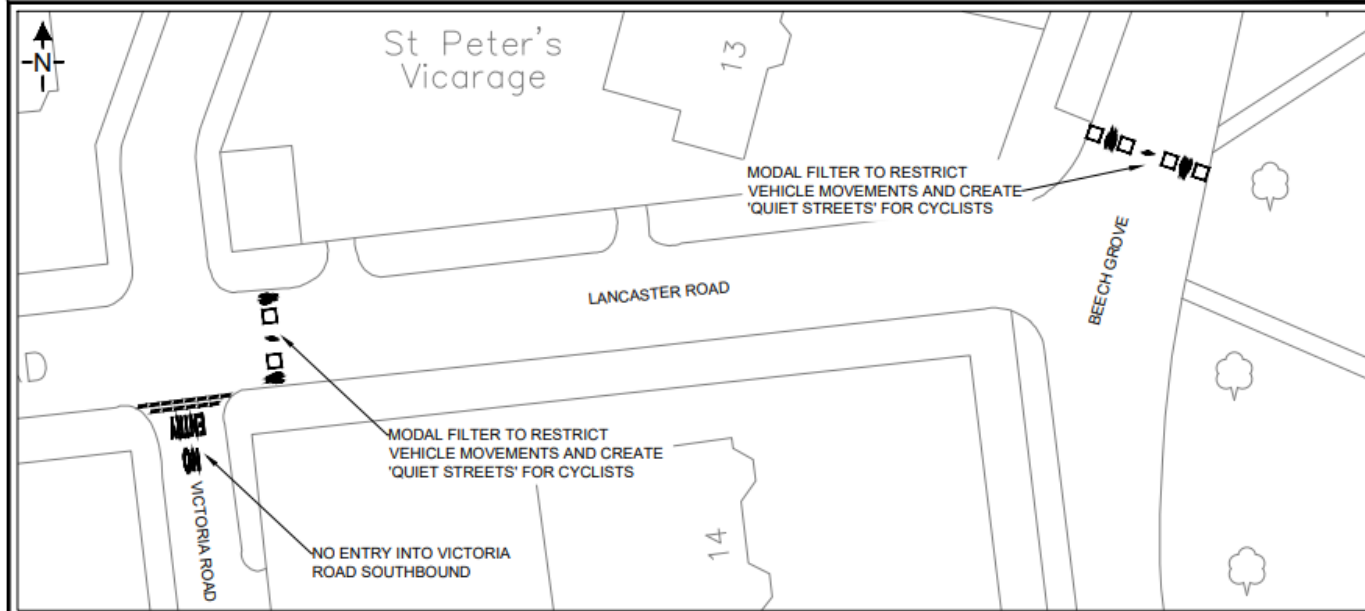
PROJECT:
WEST HARROGATE NP/IF
PHASE 2

TITLE:
OPTION 2:
AN ALTERNATIVE ROUTE FOR PHASE 2
USING VICTORIA ROAD

SCALE @ A3: NTS	DRAWN: JM	CHECKED: JM	APPROVED: DM
PROJECT NO: 70097966	DESIGNED: JM	DRAWN: JM	DATE: October 22
DRAWING NO: 70097966-WSP-GEN-XXX-DR-CH-0002			REV: P01

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File name \\UK.WSPGROUP\COMP\CENTRAL\DATA\PROJECTS\70097966 - NYH - WEST HARROGATE NP\IF SCHEME PHASE 2\03 WIP\HW HIGHWAYS\02 DRAWING\MODAL FILTER.DWG, printed on 17 October 2022 16:35:39, by Blackburn, Jacob



DO NOT SCALE

PO1	07/10/2022	JM	FIRST ISSUE		JB	DM
REV	DATE	BY	DESCRIPTION		CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION



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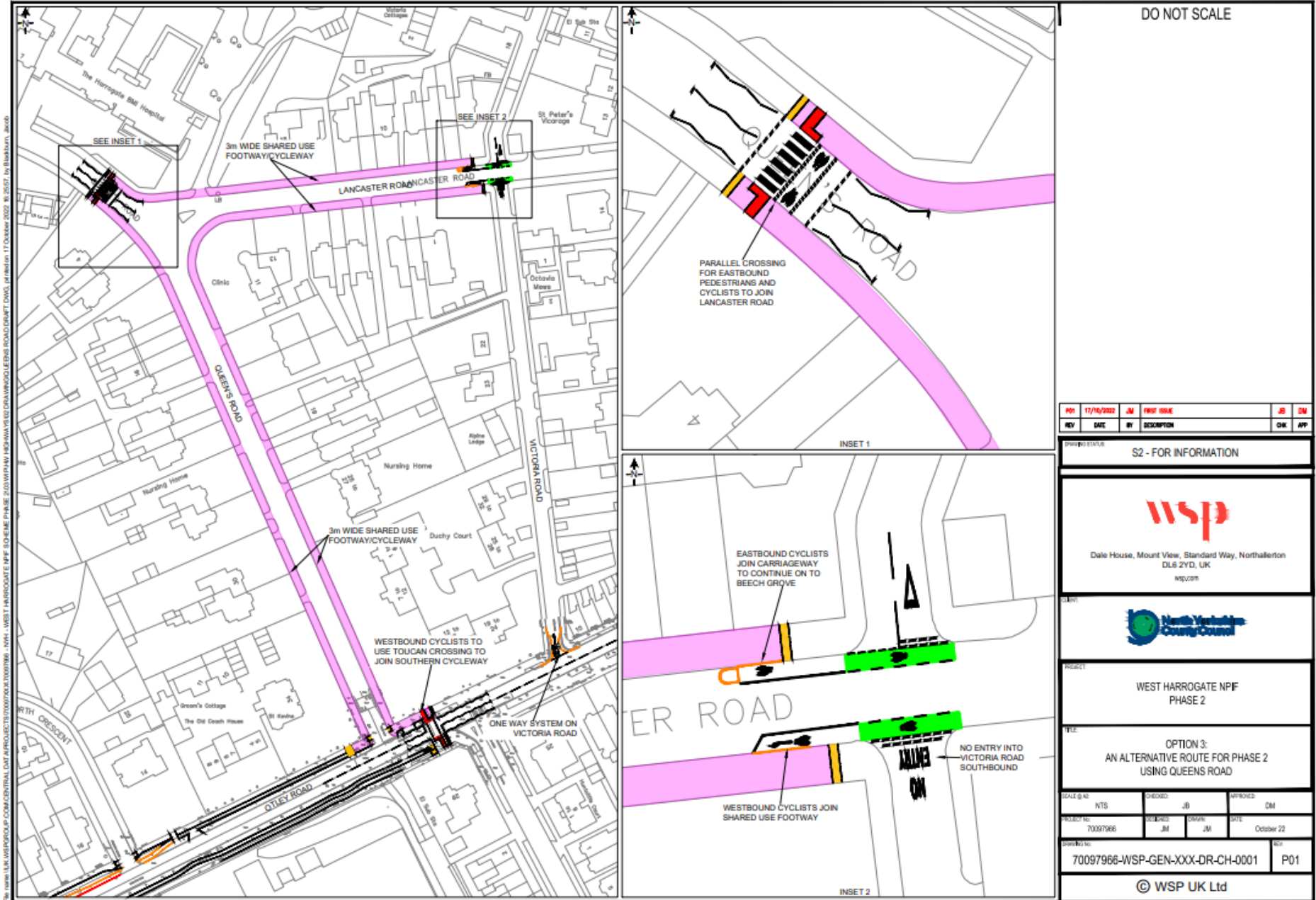
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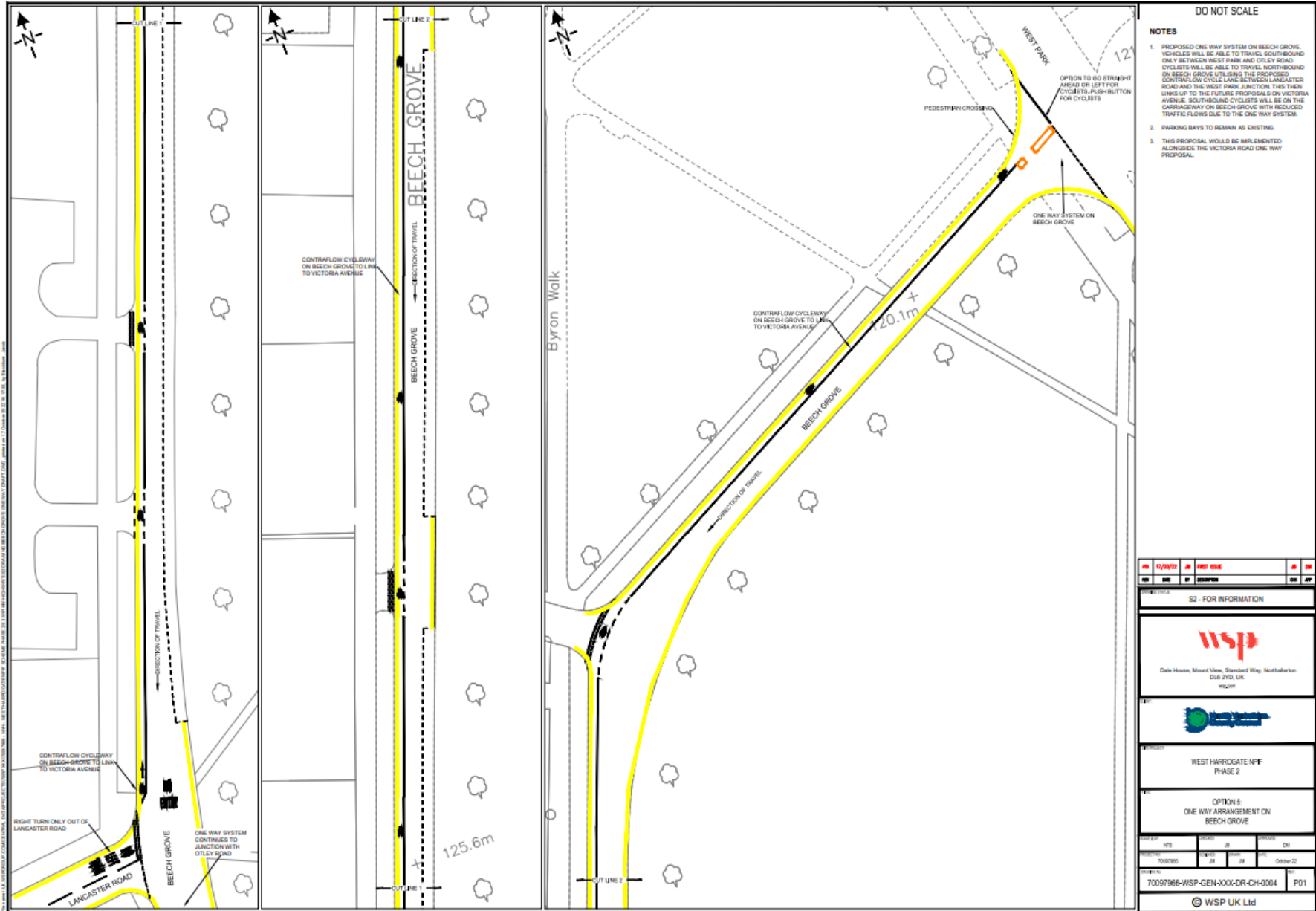
TITLE: OPTION 4:
MODAL FILTERS ON BEECH GROVE WITH
ONE-WAY ON VICTORIA ROAD

SCALE @ A2:	NTS	CHECKED:	JB	APPROVED:	DM
PROJECT NO:	70097966	DESIGNED:	JM	DRAWN:	JM
				DATE:	October 22

DRAWING NO:	70097966-WSP-GEN-XXX-DR-CH-0003	REV:	P01
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Otley Road and Beech Grove - Active Travel Improvement Scheme Feedback

Preferred NPIF Option	Preferred Beech Grove Option	Area of Residence	Type of Road User	Comments	Date Received
	4		Cyclist	<ul style="list-style-type: none"> • Concerns raised regarding an online survey and voters casting more than one vote. • Requested input from Thomas O'Donavon in consultation. • Requested sight of Feb-Aug 2021 Beech Grove consultation. • 2) is not active travel improvement, so not a viable option - doesn't improve safety for cyclists/pedestrians, concerns of harassment by drivers or overtaking on narrowed southbound carriageway. • 2) isn't LTN 1/20 compliant. • 2) fails to reallocate the carriageway for cyclists/peds (which obligated to do under updated Network Management Duty guidance). • Asks if drivers will be able to go straight on from BG to Victoria Avenue. • Recommends removal of parking & new b-directional cycleway with physical protection for option 2). Believes NYCC not listening as recommendation made multiple times. • If requested crossings not provided, should convert signal crossing of Otley Road between Victoria Road and Queens Road into a Toucan. • Cites The Routemap to carbon Negative & claims only option 1 will contribute to Routemap goals. • 	20/10/2022; 24/10/2022

1/2	4		Cyclist	<ul style="list-style-type: none"> • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, to enable the safe crossing of a very busy road, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	25/10/2022
1/2	4	Bilton Lane	Cyclist	<ul style="list-style-type: none"> • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	25/10/2022
1/2	4			<ul style="list-style-type: none"> • Please reinstate Beech Grove as an access only road which provided lovely benefits for cycling and walkers enjoying the Stray. • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	25/10/2022
1/2	4		Cyclist	<ul style="list-style-type: none"> • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	25/10/2022

	4		Cyclist	For BG, I support 1) (modal filters on Beech Grove and Lancaster Road). • I do not support 2), which would have no benefit for walking or cycling •	25/10/2022
1/2	4		Cyclist	• I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). •	25/10/2022
		Queen's Road	Resident	<ul style="list-style-type: none"> • I live at No 18 Queen's Road and have concerns about people occasionally riding bicycles/ scooters etc. down the footway and across the exit from the side road which leads to the back of our property. This side road is an adopted road and serves 11 households, all with cars which may be parked at the back and accessed regularly by delivery and other commercial vehicles. • There is no Visibility Splay to this junction and irrespective of careful exiting, it is only a matter of time before a serious bike-vehicle accident occurs. • It might be argued that there have been no reports of such an occurrence to date but statistically a large increase in the numbers of bicycles etc. crossing this unmarked and obscure junction would hugely increase the probability. • My wife and I are very much in favour of safe roads for cyclists but if this route were to be progressed please be aware of this particularly dangerous situation and ensure that appropriate design measures are taken. • 	25/10/2022
1/2	4		Cyclist	• I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. •	25/10/2022

1/2	4	Mallison Oval	Cyclist	<ul style="list-style-type: none"> • I do not support BG 2), which would have no benefit for walking or cycling. I don't think Option 2 would be useful because it would feel very uncomfortable cycling uphill in the same narrow lane as the vehicular traffic, car drivers sometimes being impatient to overtake slow cyclists. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). • I would also like to mention that I have been reading about the Leeds Vision Zero 2040 project and think it would be absolutely wonderful if we could have something like that in North Yorkshire. Combined with cycling infrastructure to the LTN1/20 standards, I think it would encourage many more local residents to walk and cycle. 	25/10/2022
1				I support option 1	26/10/2022
1/2	4			<ul style="list-style-type: none"> • I do not support BG 2), which would have no benefit for walking or cycling. The Beech Grove modal filters were excellent for cycling and walking in the area when they were placed, and I was dismayed when they were removed - it has become significantly less safe and pleasant to use that area now for active travel. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	26/10/2022

1/2	4	Leadhall Avenue	Cyclist	<ul style="list-style-type: none"> • I am a regular commuter cyclist and really value plans to encourage active travel and make it safer. • I do not support BG 2), which would have no benefit for walking or cycling. If a second option for Beech Grove is needed, it could be to remove the parking and replace it with a bi-directional cycle track with physical protection from traffic, in accordance with LTN 1/20.. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	26/10/2022
1/2	4	Leadhall Avenue	Cyclist	<ul style="list-style-type: none"> • I really value plans to encourage active travel and make it safer. • I do not support BG 2), which would have no benefit for walking or cycling. If a second option for Beech Grove is needed, it could be to remove the parking and replace it with a bi-directional cycle track with physical protection from traffic, in accordance with LTN 1/20.. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	26/10/2022
1/2	4			<ul style="list-style-type: none"> • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	26/10/2022

1/2	4	Christ Church Oval		<ul style="list-style-type: none"> • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	26/10/2022
			Cyclist	<ul style="list-style-type: none"> • Beech Grove - option 2 - it provides absolutely no benefit! • Otley Road - option 3 -no it is a really bad shared design (I am a keen cyclist but I avoid this death trap!) • Overall I find it extremely disappointing that there does not appear to be any joined up thinking about traffic in Harrogate! There are a lot of professional people in Harrogate that should be consulted and the residents listened to! 	26/10/2022
1/2	4			<ul style="list-style-type: none"> • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	26/10/2022
			Motorist	<ul style="list-style-type: none"> • I wanted to respond to the Beech Grove cycle only road. • Please could I vote an objection to the proposed cycle path. • This is because I have not noticed any cyclists using the road which is now restricted to motor users. This has now made it more difficult for motor users to access the south of Harrogate from town. Personally I have also enjoyed using this road as it has lovely views of the stray and is a pleasure to drive on. • The alternative route is behind beech grove or cold bath road and both these roads are already overused. 	

	4		<ul style="list-style-type: none"> • For BG, I support Option 1 – the return of the modal filters on Beech Road and Lancaster Road were a success by the end of the trial. People had got used it and it still allowed for parking. The whole area felt much safer and enabling cycling down Otley road and in towards town easier. It’s about joining up the cycle routes to get in to town. • The dedicated cycle lane on Beech Road is dangerous. Firstly any cycle lane should support up hill cycling. When cycling downhill the bike can travel faster. But by narrowing the road, this will make it unsafer for motorists to pass cyclists – disaster. • 	26/10/2022
1/2	4	Leeds Road	<ul style="list-style-type: none"> • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). • Please don’t go forward with a new cycle path from prince of wales roundabout to the bridge over the rail track. It would be so much simpler to turn all paths in the stray into wider paths with walking on one side a bikes on the other. It would instantly give us catch up alongside great cities as Copenhagen and Vancouver. Both of which I’ve spent considerable time in. I’ll speak to the duchy of Lancaster if you want. No seriously. • 	26/10/2022

1/2	4		Cyclist	<ul style="list-style-type: none"> • I do not support BG 2), which would have no benefit for walking or cycling. I don't think Option 2 would be useful because it would feel very uncomfortable cycling uphill in the same narrow lane as the vehicular traffic, car drivers sometimes being impatient to overtake slow cyclists. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	26/10/2022
1/2	4			<ul style="list-style-type: none"> • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	26/10/2022
1/2	5	HG2 7AE		<ul style="list-style-type: none"> • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	26/10/2022
		West Park		<ul style="list-style-type: none"> • Having lived in the centre of Harrogate now for over 8 years, the number of cyclists using Beech Grove is relatively few and the current road system is perfectly fine. I object to this waste of money at this time when the country is on its knees financially. Please stop spending the Taxpayers money irresponsibly. 	26/10/2022

1/2	4			<ul style="list-style-type: none"> • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	26/10/2022
1/2	4			<ul style="list-style-type: none"> • Beech Grove - I support option 1. A crossing at Otley Road for cyclists is important for safety regardless of whatever option is adopted. • Otley Road. I support option 1 with removal of parking spaces at the end of Victoria Road to improve safety. Cycling priority is also needed at the Park Road and West End Road junctions. 	26/10/2022
1/2	4			<ul style="list-style-type: none"> • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	27/10/2022

		HG2 OAU	<ul style="list-style-type: none"> • Please Stop - stop wasting money I appreciate you have probably got money available to spend on the disaster that is the Otley Road Cycleway but I urge you not to throw any more money at this ridiculous and dangerous fantasy. • Please do not try and make it better - it is impossible. • Cyclists don't use it - it does not encourage non cyclists to start cycling - I being one. • If can prove and show me the benefits perhaps but there are none - junctions have become a lottery - pedestrians and dog walkers don't know where to go and cyclists just ignore the complicated route so far built. • I have lived in Harrogate for over 50 years - this is ridiculous. • Be better served building a decent cycle friendly path around the stray - on the level in the main that hundreds of families with young children would use and get their children more confident and fitter by cycling - a bi product would be that runners could use that same pathway instead of churning up the stray. A 2 mile family friendly circuit from Wetherby Road through to Leeds Road would be amazing. • 	26/10/2022
1	5		<ul style="list-style-type: none"> • The Queen's Road option is insane. Unless you plan on getting rid of the hospital. • Those model blockages were a disgrace. Do not think of bringing them back. Everyone was happy when you finally got rid of them. Stop pandering to rich people on Beech Grove. • 	27/10/2022
1/2	4		<ul style="list-style-type: none"> • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road) mainly because it uses shared footway for cyclists and pedestrians. • 	25/10/2022

1/2	4	Park Chase		<ul style="list-style-type: none"> • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	27/10/2022
			Pedestrian	<p>Having used the Otley Road as a pedestrian since the costly installation of a cycle way I feel that the process has been a complete waste of time and money The idea that a cycle way can be shared with pedestrians in the way it has been designed is frankly dangerous The lack of width of Otley Road obviously means that cyclists have to weave in and out from the road to the footway The footway is not wide enough to take both pedestrians and cyclists safely I have rarely seen cyclists use the shared footway on this stretch anyway Instead the cyclists mainly remain on the road throughout I am completely against any further council money being spent on any extension of the scheme Surely given the state of our roads in Harrogate and the pressure on our public service finances at the moment the money can be utilised in a better way.</p>	27/10/2022
1	5	Queens Close	Mainly pedestrian, sometimes motorist	<ul style="list-style-type: none"> • Concerns not enough cyclists to warrant scheme and that 'serious' cyclists use the carriageway instead of cycleways. • Concerns for those with mobility issues, who will face more complicated driving routes. • Don't support any options but have highlighted least objectionable. • Main objections relate to plans to make Victoria Road and Beech Grove one way, because it increases the number of turnings required to reach the A61 from Queens Close. Also concerned about the increase in traffic on Lancaster Road as a result. • Suggest making Victoria Road one way for full length, or at least as far as junction with Beech Grove, removing 'rat run' from Lancaster Road. Suggest making Beech Grove from junction with Victoria Road to Otley Road one way. 	27/10/2022

3	4	West End Avenue			28/10/2022
1/2	4	Harlow Hill		<ul style="list-style-type: none"> • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). • 	28/10/2022
2	5	Hill Rise Close		<ul style="list-style-type: none"> • Harlow Moor Road improvements are a success. • Phase 1 cycle way was a waste of money, because not used and degrades appearance of Otley Road (additional signage). It presents a significant hazard to pedestrians and motorists accessing their homes from the cycle path. • Against restrictions on Beech Grove traffic being reinstated because caused delay and pollution from cars travelling to POW roundabout and turning left into town. • Victoria Road makes more sense for cyclists than Queens Road because it is the shorter, leveller road. • Phases 2 & 3 should be aborted and Phase 1 removed. • 	28/10/2022
		Hill Rise Close		<ul style="list-style-type: none"> • Comments on grammatical and spelling errors in letter. Concerned that people without a computer can't read CAD proposals because the explanations on the drawings are illegible. Asks for an explanation of modal filters on Beech Grove. 	28/10/2022
1/2	4		Commuter cyclist	<ul style="list-style-type: none"> • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). • 	28/10/2022

				<p>As we all know, I have commented and debated with you many times over the past four years and of course you are well aware of my thoughts. However I will re-iterate the overall general issues and then as this is a specific consultation on new schemes make my comments on those.</p> <p style="text-align: center;">General points:</p> <p>Pedestrians need to be considered in all schemes just as much as cyclists. Residents need to be considered in all schemes - it is they who have to live with the consequences of all the changes all the time, not the cyclist who just makes use of the route at most for a few minutes. Nor NYCC remote to the area affected.</p> <p>A fundamental point is that shared areas for pedestrians and cyclists in urban environments don't work. LTN1/20 says so, academic research says so and pedestrians say so (incidentally so do many cyclists).</p> <p>Have any surveys on pedestrians opinions of shared areas on Otley Road ever been carried out? Cyclists say they can't ride on the road as they feel it is dangerous, but what about how pedestrian feel with cyclists overtaking them at close quarters at speed?</p> <p>The actual behaviour of people needs to be taken into account. Some schemes may look good on paper, but in practice many cyclists do not follow the designers' thoughts.</p> <p>Local people do not want their green environment removed. Especially after the last few years and of course in any case there is a high regard for the green environment now-a-</p>
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27/10/2022

days.

The particular urban environment has to be given high priority. Harrogate is a town with a heritage, it was built to a specific standard. It was not built with the modern traffic in mind and the physical restrictions means that some things are just not possible within the physical layout.

I should also comment:

- That phase 1 of this Otley Road " Pavements for Cyclists" scheme is terrible for pedestrians. Whilst the design was prior to LTN1/20, no work had been carried out when that document was issued and the scheme should have been reviewed. Also, LTN1/12 was available and it appears most of that was ignored. (My wife had a safety incident a few days ago - whatever your safety report says, we residents know the reality of now having to cope with these cyclists - people no longer want to walk on this pavement). Additionally, turning into my drive a day ago, cyclist speeding down the pavement - near miss avoided - so dangerous. It is just the same pavement that I've lived on for well over 35 years, but now you allow cyclists free range, why on this pavement? It is not a cycle path.
- That despite NYCC saying "walking and cycling" when talking of active travel everything so far has made the situation worse for pedestrians and I have not seen anything done to improve walking - there are lots of small 'wins' that you could do at little cost, but none happen.

Comments on your proposals:

NPIF

Option 1

Yet again, the pavement is being given over to Cyclists. Whilst the proposal shows a line 'segregating' cyclists and pedestrians, I understand it to be a painted white line - of which, of course, no one will take any notice (a raised one would be even worse). I have pointed out the safety aspects, the feelings of pedestrians and the guidance on this - yet always completely ignored.

You only have to walk down Otley Road with another person for most of the pavement to be filled. This road has many people walking dogs, with pushchairs etc which take up even more width and so any segregated areas will be encroached into.

When a cyclist comes up Beech Grove how do they get onto the "up" side of the cycle path? In practice they will just cycle up the "down" side. So, a bad design and even worse for the pedestrians. We know this doesn't work.

NYCC now seem to have concluded that the pavement from Victoria Road to Beech Groove is too narrow - this was pointed out 4 years ago. So if that is the conclusion do not use it.

The design still has an "up" side and a "down" side. No one will bother to cross the road to be on the "right side", none of the cyclists do that on phase 1, some going up even cross over to the "down" side! The cyclists do not conform to this on the phase 1 of Otley Road, so why will they on phase 2? - why are you proposing a design that we know doesn't work?

At West End Avenue the plans do not show a priority for cyclists crossing. Why then is such an arrangement needed at Wordsworth Crescent, Queens Road and Victoria Road?. The volume of traffic using these roads (like the side roads in phase 1) is small, so priority isn't an issue. (You put priority for cyclists on the cul-de-sac of Hill Rise Close - did you seriously think there was a problem there !!)

Why not do something for pedestrians and make the Otley Road/ Cold Bath Road/ Arthur's Avenue junction a corner-to-corner pedestrian crossing?

Option 2
Victoria Road.

Implementing this requires the removal of all parking spaces. This will be extremely detrimental for the local residents.

Many houses on Beech Grove have garages/ drives that exit onto Victoria Road. They will have the issue of reversing out, with blind spots, whilst cyclists come up the road. Having this issue on Otley Road, it should not be repeated.

This is not a busy road anyway, why is the one way only needed?

The only advantage of this proposal is no cycles on the pavements.

Again, when the cyclist coming up Victoria Road reaches Otley Road, what do they do? How do they get on the "up" side. Of course, in practice no one will bother and will cycle up the "down" side. What is the point of this design ?

Option 3
Queen's Road

This has shared pedestrians /cyclists - as already stated totally unacceptable. It has an "up" side and a "down" side - as experience on Otley Road phase 1 shows, cyclists take no notice of such designs, so why are they proposed?

Whilst NYCC stated that Otley Road was not a steep hill and therefore no problem with cyclists descending, I can state that they do so at speed. The same would happen on Queen's Road - dangerous.

Putting a Toucan crossing as described will be pointless. Cyclists will just jump onto the road and cross onto Lancaster road, before they get to the crossing - most of the time there is no issue with traffic stopping them doing this.

Interesting that you move the cyclists back onto the road to cross Victoria Road, with a priority lane.

Again, when the cyclist coming up Queen's Road reaches Otley Road, what do they do? How do they get on the "up" side. Of course, in practice no one will bother and will cycle up the "down" side. What is the point of this design ? A common point in all of the designs. None of them give an answer.

Beech Grove

Option 4

Modal filters on Beech Grove have been trialled. It is debatable if they worked for cyclists (I have seen more cyclists on Beech Grove after they were removed than when they were there.) I cycle on Beech Grove - not a problem; with the parked cars, the width remaining slows any other cars down. In fact, not a huge amount of traffic on here and when shut off all that happened was other roads had an increase in traffic.

Given the diagram says create "quite streets for cyclists", why didn't NYCC try and use lots of the existing quiet streets instead of Otley Road pavement? A ready made solution.

Option 5

This really just gives what we already have, other than cars only travelling in one direction in your proposal. It works.

On your letter to residents, you say "We would like to hear your comments on which

option for both NPIF and Beech Grove would encourage you to take up more walking and cycling in the area".

So, I ask again, where is there anything in these proposals that benefits walking ? They all make me want to avoid the area when walking (I have already changed my route to town to avoid Otley Road) and 'benefit' only cyclists (debatable if they actually get benefit).

At the "Meet the Designer" events NYCC said they were trying to balance a number of conflicting needs. But you aren't. There is no balance for residents nor pedestrians just pain. You are trying to install something into an environment where there is not enough room for what you wish to do. That reality should have always been accepted.

The overall premise behind all of this is flawed. I iterate once again, if you'd actually come and talked to the people who live here, we could have had a much better scheme which would have benefitted all of us.

This is supposed to be Local Government, but it is in fact Remote Government.

In response to the above feedback: Hi X I concur with all your points and following a meeting with Cllr Duncan months ago very little has altered and I await to see what decisions are made. I would like to point out to Area 6 and Cllr Keane that your point about pedestrians feeling unsafe is my biggest concern. Residents from all over the Division have told me how they actually now drive shorter journeys because when cyclists do use the cycleway it is done so with no consideration of the pedestrian. I plea to Cllr Duncan as he is copied in on this to stop this ill thought out , badly designed and poorly delivered project. There are already numerous cycleways in the division which are on safer and quieter routes. However I fear Area 6 have not looked at these and Cllr Duncan's predecessor have not taken them into consideration.

I would like to point out as well to Cllr Duncan and Area 6 that the cycleway is currently covered in leaves creating a skid risk should anyone use them in Autumn and Winter as HBC I believe do not have the resources to maintain the cycleway .

Reply to above response: Thank you X,

you are quite correct about the pedestrian issues and from the start of this project I and others have been pointing this out. What I see is just the same pavement besides which I have lived for 35 +years, but now with the cyclists given free reign to go where they like - it is not a cycle-path. I would also point out that the new Highway Code, states that pedestrians are more vulnerable than cyclists and should be given plenty of room when passing. British Cycling had an article in their email newsletter about this recently as they were concerned that this was not being adhered to.

I did point out previously to NYCC and to Cllr Duncan's predecessor that originally the aim was a cycle way from Cardale Park to Knaresborough and that much of that existed, but not down Otley Road. No notice was taken of this. Likewise there could have been better ways from Harlow Carr area into town, but the opportunity was not taken up.

The leaves issue was also obvious to local residents, having known what it is like in the Autumn, but unfortunately perhaps not so if you're some 30 miles away ...

				<p>Reply to the above: You raise valid points. Otley Road is a problem in terms of the restricted carriageway width, the protected trees and Stray land. These are obstacles that mean any cycleway here is difficult to deliver. I would not wish for us to deliver a cycleway that inadvertently deters pedestrians as a result – that would be totally contrary to our aims.</p> <p>I am keen to hear suggestions about how we can deliver a safe cycleway here. If ultimately no option proves popular, there is the option of not proceeding with Phase 2. I will pay particular attention to the views of local councillors, even if their formal response is that they wish us not to proceed.</p>	27/11/2022
Page 101		Tang Road	Cyclist	<ul style="list-style-type: none"> • Believes that to accommodate Cyclists, Beech Grove should be one way going south from Vic. Avenue to Otley road for cars. • Requests chicanes / speed bumps to further control speed. • A single cyclelane southbound towards Otley road on the western side of the road. • Cyclists wishing to go from Otley Road to Vic. Avenue should use a shared use pedestrian/cycle path. • Lancaster and Victoria Road should retain all parking places. • Other proposals are useless. • Sees Otley Road proposals as useless and a waste of money, would personally not use them. • Believes Harrogate isn't suited to cycling, with little cycle culture and not flat enough topography. • No safe lockups for bicycles anywhere in harrogate. 	27/10/2022

1/2	4	Franklin Road		<ul style="list-style-type: none"> • I do support BG 1) • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	27/10/2022
		St. Winifred's Road	Cyclist	<ul style="list-style-type: none"> • States the existing Otley Road shared use path is useless at "home time". • Concerns of an accident at the entry back onto Otley Road going towards harrogate, just at the "ixp" shop prior to Cold Bath Road, as it is too steep and too narrow. • Concerns at the grooves used in cycle areas, such as where cycle lanes meet the road, would prefer if the grooves were at 90 degrees to the wheel similarly to what is provided for pedestrians. 	31/10/2022
		Pannal Ash Drive	Cyclist	<ul style="list-style-type: none"> • Dismayed at consultation • Persistence to use shared use pavements is bewildering and dangerous. • Cycle lanes recently completed on Otley road are dangerous and overwhelmingly disliked by pedestrians, cyclists and motorists alike. • Believes cycle lanes should stay on road and not pavements. • Concerns over bikes travelling 20+mph on same pavement as children, expectant mothers and elderly people. • Requests to see risk assessment, assumptions of cyclists and pedestrians, will there be a speed limit and how will it be enforced. • Urges not to continue with scheme. 	27/10/2022
				<ul style="list-style-type: none"> • Plans are hard to read in A4. • Disagree with removing parking on Victoria Road - where will existing cars go? • Disagree with options 3 - shared use is dangerous cycleway/footway is dangerous and will result in accidents. 	31/11/2022

1/2	4			<ul style="list-style-type: none"> • I do support BG 1) • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	31/10/2022
		Richmond Road	Pedestrian, motorist	<ul style="list-style-type: none"> • Phase 1 is not extensively used with most cyclists using road. As pedestrian feel less safe since development because of lack of demarcation between cycleway/footway and space being too narrow. • The Phase 1 route is confusing and believe encourages cyclists to use paved areas whether cycleway or not - therefore proposed works would discourage from walking. • Does not support phase 2, would rather money returned and phase 1 removed. • Believe that alternative routes using Vic Rd/Qu Rd would just displace the problem. Would like to see cyclist figures from the modal filter trial as perception is it was poorly used by cyclists. • Dismayed that council is continuing with plans despite substantial opposition from residents. Council is ignoring existing congestion, demographic breakdown (proportion of elderly), significant population/housebuilding increase. • Focusing too much on opinions of minority group - cyclists. • The documents shared are not user friendly. 	31/10/2022
			Pedestrian, motorist	<ul style="list-style-type: none"> • Don't support any of the options. There has been no increased cycle use of Phase 1, most cyclists still use road. The scheme is a waste of money and as someone with mobility issues am concerned with sharing the footway with cyclists. • See no benefit in Beech Grove proposals; money should be returned and focus moved to social care. 	31/10/2022

				<ul style="list-style-type: none"> • The existing Otley Road cycleway is a mess and barely used by cyclists, extending it into town a waste of time. Harrogate's layout and geography is not suitable for cycling and the cycle route is unlikely to encourage non-cyclists to start cycling - whether residents or visitors. • The paperwork attached to the consultation is too small for the level of detail. 	31/10/2022
		Harlow Oval	Pedestrian, motorist	<ul style="list-style-type: none"> • Access to Vic Rd should be northbound only, the access is frightful as schools start and finish and it's difficult for bin lorries. Can see advantage of making north area of Vic Rd one way as it is busy but the parking should remain. • It is much easier since BG reopened and should remain open to alleviate queues at POW roundabout. • On Phase 1 it is difficult to hear cyclists approaching from behind and there are many places where the boundaries aren't clear. Crossing Otley Road is now difficult with so many bits to cross and cyclists coming up and down each side of the road. Not in favour of any of the proposals. 	29/10/2022
				<ul style="list-style-type: none"> • If you are serious about the consultation could you please provide a map where the legends can be read and the streets are all named. I refer especially to map 1 which is very badly scanned. 	31/10/2022
2	4	Park Avenue		<ul style="list-style-type: none"> • we believe that a dedicated cycle lane, not one shared with pedestrians, will be best to support sustainable transport in the future. Therefore we do not think option 1 is ideal. • Queens Rd involves a moderately steep hill which could discourage older cyclists and children from using the route - therefore we would also avoid option 3 • the other 3 options could all work well, but our preference would be option 4. 	31/010/2022

				<ul style="list-style-type: none"> • The PDFs are virtually unreadable so need to be reposted or provide a better link. • Main concern is BG direction of travel is wrong way for section from West Park to the Vic Rd to BG link and will push all cars up BG causing a holdup at Otley road and more congestions at POW roundabout, as well as forcing more vehicles along West Park. This section should be two way as will reduce vehicle movements along BG. • Has any thought gone into routes for delivery vehicles if Vic Rd is one way for its full length? • Why isn't the grass verge being used? It would be simpler and probably cheaper. • Why bothering for the small number of cyclists from Harlow area. For pedestrians there are plenty of existing routes into town, so no further proposals are needed. 	30/10/2022
1	4	Lancaster Road			30/10/2022
				<ul style="list-style-type: none"> • Is the money from the National Productivity Investment Fund in place and guaranteed to fund phase 3, including the smart traffic lights system, and will phase 3 go ahead in 2024? • Lives at junction between Otley Road and Beckwith Road, so doesn't want traffic lights outside house. • Concerns about pollution with cars stopping / starting more on Otley Road. • Concerns that new traffic lights will impact emergency vehicles and cause more sirens down the road. 	30/10/2022
1	4	Rossett Holt Close		<ul style="list-style-type: none"> • The letter and plans were exceptionally hard to decipher / physically read • Not confident about the feedback given due to this. • Keen that walking and cycling are being prioritised in Harrogate 	30/10/2022
1	4			<ul style="list-style-type: none"> • Improvements for cyclists and pedestrians must be a priority, as there have been ample missed opportunities over the years. • With regard to Beech Grove; Option 1 has my support. • With regard to Otley Road; Option 1 has my support but there still needs to be additional crossing points added. 	30/10/2022

1	5	Park Road		<ul style="list-style-type: none"> • Against Otley Road option 3, too costly and people wont use the complex crossings. • Against Beech Grove Option 1, against closing down Beech Grove to cars, as too much impact on other roads and it is wide enough to accommodate cycle paths and cars. • Information regarding the costs would be useful. • Poor photocopy quality on the key making it very hard to read. 	30/10/2022
1	4	Burn Bridge Road		<ul style="list-style-type: none"> • Against Beech Grove Option 2, as it provides no benefits over the current situation. The contra flow and narrow widths under option 2 will not make cycling any safer and will remain a disincentive to cycling, which is unfortunate given it is the final connection from Otley Road into town. • Supports Otley Road Option 1 as ammended by Option 2 to include the route to Beech Grove via Victoria Road and Lancaster Road. • Requests an additional controlled crossing of Otley Road to facilitate cyclists crossing between Beech Grove and Park Avenue. • Does not support Otley Road Option 3 	30/10/2022
		Harlow Oval	Cyclist	<ul style="list-style-type: none"> • Does not support either option. • Regularly walks along the cyclepath on Otley Road, sees little to no evidence that the changes there have resulted in more cycling. • Requests the cost of phase one and the number of additional cyclists using Otley Road now that the work is complete. • I find it hard to imagine that the proposed works offer value for money. 	30/10/2022
	5			<ul style="list-style-type: none"> • No preference for NPIF options. • Beech Grove Option 4 is the only safe option. • Concerns about Option 5, as cyclists could be seriously injured by drivers of oncoming motor vehicles stray into the cycle lane as painted lines on the road do not stop motor vehicles. 	30/10/2022

1/2	4	HG2 ODN		<ul style="list-style-type: none"> • I do support BG 1) • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	28/10/2022
1/2	4			<ul style="list-style-type: none"> • I do support BG 1) • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	31/10/2022
1/2	4	HG2 OPS		<ul style="list-style-type: none"> • I do support BG 1) • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	31/10/2022
2	4			<ul style="list-style-type: none"> • I support option 2 for NPIF and Beech Grove option 5 as shown on the drawings. • The one way traffic system at the Victoria Road/Otley Road junction to prevent "rat running" of cars is also sensible. • It would be beneficial to have priority cycle crossings at Park Avenue and West End Avenue. 	31/10/2022

1/2	4			<ul style="list-style-type: none"> • I do support BG 1) • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	31/10/2022
				<ul style="list-style-type: none"> • I strongly object to all of these proposals, but as they are going to happen anyway no matter what the majority of residents think, I would like to limit my objections to the cutting down of trees and removal of grass verges. • Otley Road is very steep and only the fit can manage it, considers it a waste of allotted money. • Wants more attention given to the west side of the town, specifically the Whinney Lane area as it is a popular area for cyclists and walkers. • Proposed planes should be printed larger so they can be read. 	11/01/2022
			Pedestrian	<ul style="list-style-type: none"> • Such decisions require evidenced based policy not policy based evidence. • Footpaths and pedestrians areas are in poor repair while supporting higher use than the cycleways and need investment to encourage walking. • Flaws identified with NPIF option 1 suggest other options must be more thoroughly researched. Feedback from residents is limited by inadequate information provided to them about the changes. • More data on the vehicle/pedestrian/cyclists uses would allow for a more informed assessment. • Concerns about the area around the Dutchy hospital. • Further concerns of the state of the pedestrian pavements and how many parking spaces will be removed in relation to the Beech Grove options. • Doubts that the options would replace the cars substantially enough to not have an effect on surrounding streets. 	31/10/2022

1/2	4			<ul style="list-style-type: none"> • I do support BG 1) • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	11/01/2022
		Harlow Crescent		<ul style="list-style-type: none"> • I walk up and down Otley road quite often, and see nobody using the cyclepaths built in phase 1. • Requests to know how many people use Otley Road phase 1 cyclepaths. • Concerns over cyclists speed on cyclepaths and shared use, and that the route goes directly in front of entranceways. • Doesnt agree with the scheme generally, waste of taxpayers money. • 	11/02/2022
		Queens Road		<ul style="list-style-type: none"> • Strongly against use of Queens Rd as a cycle route, as it is steeper than Victoria Road and Beech Grove. • Concerns for children walking to school along Cold Bath Road as the steep gradient means cyclists coming down the hill will reach high speeds. • Prefrence would be to use Victoria Road or Beech Grove which are less steep, along with the use of stray for cycle routes where possible. • Against the use of model filters on Beech Grove as, when in place, Queens Road, Lancaster Road and Victoria Road become a rat run of fast cars and increased traffic. • Preference is for one way streets, although leaving as 2 way streets would also be acceptable. • 	11/02/2022
		Harlow Crescent		<ul style="list-style-type: none"> • Struggled to understand some of the planes • Very much supports any development that aims to promote cycle/pedestrian access. • Concerned with the safety of the existing cyclepath, unconvinced that it works well due to the on/off nature and lack of consistency which makes it hard to navigate. • Requests signage where bikes crossing a junction on the cyclepath as some cars dont appreciate that bikes hold right of way, nearly being hit twice. • Believes a better result could be achieved by a simpler cyclepath and better signage, which needs adressing before any other works continue. • 	11/02/2022

1/2	4	Evelyn Court		<ul style="list-style-type: none"> • I do support BG 1) • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	11/02/2022
1/2	4	Princes Villa Court		<ul style="list-style-type: none"> • I do support BG 1) • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	11/02/2022
1/2	4	Wayside Grove		<ul style="list-style-type: none"> • I do support BG 1) • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	11/02/2022
1/2	4	Gordon Avenue		<ul style="list-style-type: none"> • I do support BG 1) • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	11/02/2022

1/2	4			<ul style="list-style-type: none"> • I do support BG 1) • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	11/02/2022
1/2	4			<ul style="list-style-type: none"> • I do support BG 1) • I do not support BG 2), which would have no benefit for walking or cycling. • For NPIF, I support 1) as modified by 2) (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). 	11/02/2022
		Victoria Road		<ul style="list-style-type: none"> • The closure of Beech Grove and abandonment of the original proposal to make Victoria Road one way will create a "rat race" in Harrogate. • Concerns with students of Harrogate GS who go home down Victoria Road at 3:30. • Requests traffic calming measures at the top of Victoria Road between Lancaster Road and Otley Road. 	11/02/2022

1/2	4		Cyclist	<ul style="list-style-type: none"> • I support Option 1 (modal filters on Beech Grove and Lancaster Road). • I do not support Option 2, which would have no benefit for walking or cycling. I support Option 1 as modified by Option 2 (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue. • I do not support Option 3 (Queens Road). <p>In view of the current climate crisis, I would like to see many more initiatives which make walking, running and cycling safer and more attractive. This will only happen if they are “joined up” and are not stopped because of a few loud voices of protest from people who just want to drive their cars everywhere. I am also a driver, but am prepared to drive less and take better care of the planet.</p>	11/07/2022
1				<ul style="list-style-type: none"> • We prefer option 1, the existing proposal on Otley Rd for phase 2 and option 4 for Beech Grove. • We are residents on Lancaster Rd and are therefore concerned that our access to Otley Rd may be compromised by some of these proposals. 	11/07/2022
1/2	4		Driver and Cyclist	<p style="text-align: center;">1) Beech Grove</p> <p>I support Option 1 (modal filters on Beech Grove and Lancaster Road). I do not support Option 2, which would have no benefit for walking or cycling.</p> <p style="text-align: center;">2) Otley Road</p> <p>I support Option 1 as modified by Option 2 (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue.</p> <p style="text-align: center;">I do not support Option 3 (Queens Road).</p>	11/07/2022

1/2	4	Woodside, Malthouse Lane, Burn Bridge		<p>1) Beech Grove I support Option 1 (modal filters on Beech Grove and Lancaster Road). I do not support Option 2, which would have no benefit for walking or cycling.</p> <p>2) Otley Road I support Option 1 as modified by Option 2 (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue.</p> <p>I do not support Option 3 (Queens Road).</p>	11/07/2022
2			Driver and Cyclist	<p>Next to no cycles using the Otley Road cycle lanes. Leisure/sports cyclists prefer to use the road.</p> <p>You've ticked the box for providing a sustainable route in but spend the rest of the budget on something else. Link Harrogate to Spofforth for a safe bike route? Improve traffic flow on Wetherby Road into Harrogate?</p> <p>If you must build something, choose Victoria Road option and don't change traffic flow. So few bikes will use it, no need to inconvenience car drivers.</p>	11/07/2022

1/2	4	21 Barnwell Crescent	<p style="text-align: center;">Beech Grove</p> <p>I support Option 1 (modal filters on Beech Grove and Lancaster Road). I do not support Option 2, which would have no benefit for walking or cycling. I very frequently cycle from Pannal Ash into Harrogate town centre along Otley Road and Beech Grove, usually as a solo cyclist, but at weekends with my grandchildren (age 6 and 9). Beech Grove was a delight for several months with the modal filters preventing through traffic and providing safe passage for cyclists. Once the modal filters were removed, Beech Grove became a danger zone once again. With parked cars on one side, the remaining road space is not wide enough for cars in opposite directions to pass, so when they can, motorists speed past the parked cars as fast as they can, and rarely show courtesy or regard for the safety of cyclists - even for young children!!! Option 2 does not provide safety for cyclists.</p> <p style="text-align: center;">Otley Road</p> <p>I support Option 1 as modified by Option 2 (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue.</p> <p style="text-align: center;">I do not support Option 3 (Queens Road).</p>	11/07/2022
1	4		I support Option 1.	11/07/2022

			<p>My thoughts on the preferred option would be to have option 2. The on off on off pavement is not really a benefit to cyclists or pedestrians. Better to keep bikes on the road to build people's confidence for other situations. Encouraging use down smaller roads is better and this has minimal cost to the council. The bit at the end of Victoria road to the pedestrian crossing should be made 2 way to allow young cyclists to use the crossing.</p> <p>Where possible the now not used footpaths and relict drive ways from the footpath to the road should be turned back in to grass verges.</p> <p>It would also be good to have a grass verge and trees along Victoria road to separate the one way traffic from the oncoming cyclists.</p> <p>Option 3 is also a good alternative, however is a longer route and more important is the up and down hill making it more difficult for cyclists. Hence people would choose a different route.</p> <p>For Beech Grove, I have no strong views. Option 4 I can see keeps the traffic on the main roads so would be my preference, and a cheep solution. However I do not know the arguments against it. Option 5 looks like a good alternative to promote cycling if it doesn't get any busier with cars.</p>	11/07/2022
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	<p>6 Norfolk Road</p>	<p>As regards Beech Grove, if the second option is one way for cars southbound, with a physically segregated cycle track northbound, then I would support that principal, but for the aforementioned reasons I cannot comment on the detail.</p> <p>As regards the first option - which I believe is to return to a no through road for cars, I do not support this option - I gave my reasons to the original consultation to the Beech Grove LTN. My comments still stand.</p> <p>As regards the Otley Road cycle path phase 2, I believe that should not go ahead until the issues with phase 1 are sorted out. There is no point throwing good money after bad.</p> <p>Phase 1: The constant weaving and changing from road to path, to shared path, with each junction being different from the last was really confusing. I'm sure it will be for cars also – only a matter of time before someone gets knocked off their bike by a baffled car driver.</p> <p>Heading downhill, it's easy to pick up too much speed as that's the nature of gravity. I found myself facing scared pedestrians head on not knowing which way to step. It's lucky no one stepped out from Charlie's Place as I went past or they would have been toast. I nearly took out his A board. The whole experience was quite hazardous. For these reasons shared cycle and pedestrian tracks on downhill sections are totally inappropriate. Going uphill there were two places where I simply lost where the cycle path was - I didn't know whether I was supposed to be on the road or the pavement.</p> <p>I am extremely disappointed at the loss of street trees in the installation of phase 1. I understand that they have been replaced by saplings elsewhere, but that's not really enough. The point is, street trees are on the front line of air quality control, they clean the air at the point of pollution. they give shade and cooling to otherwise wide-open</p>	<p>11/07/2022</p>
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				<p>... at the point of penetration, they give shade and cooling to otherwise wide open tarmacked areas, they are aesthetically pleasing. The replacements offer none of these things as they are set away from the road and not in public space.</p> <p>The Harlow Moor Road junction has been greatly improved for cars.</p> <p>So, in conclusion, the road is significantly more dangerous for cyclists and pedestrians, but traffic flow is better for cars. I believe that's the exact opposite of the original stated objectives. I believe phase 2 should not go ahead until phase 1 has provided genuine benefits to cyclists and pedestrians over the original road layout.</p>	
1/2	4			<p>1) Beech Grove</p> <p>I support Option 1 (modal filters on Beech Grove and Lancaster Road). I do not support Option 2, it does not improve safety for non motorised users</p> <p>2) Otley Road</p> <p>I support Option 1 as modified by Option 2 (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue.</p> <p>I do not support Option 3 (Queens Road).</p>	11/07/2022
1	4	11 Lancaster Road		<p>We have chosen options 1 and 4 which we are very happy with. We would like to make known that we consider options 2,3 and 5 very poor proposals and strongly disagree with these options.</p>	11/07/2022

1/2	4		Cyclists	<p>We are happy with option 1 for the Beech Grove modal filters. Not option 2.</p> <p>It is essential that there is a toucan crossing from Park Avenue into Beech Grove.</p> <p>On Otley Road we would support Option 1 as modified by Option2. Option three is not good, as travelling down Otley road towards town we often would want to turn right into Park avenue.</p>	11/07/2022
1/2	4	4 Leadhall View, Harrogate		<p>1) Beech Grove</p> <p>I support Option 1 (modal filters on Beech Grove and Lancaster Road). I do not support Option 2, which would have no benefit for walking or cycling. Option 1 is an essential link between Otley Road / Park Avenue and the town centre and will hopefully join up with Victoria Avenue and Station Parade when these are built. The overall result will only ever be as good as its weakest link and will not achieve the objective of persuading people to change their travel habits unless it is of good quality throughout.</p> <p>2) Otley Road</p> <p>I support Option 1 as modified by Option 2 (reaching Beech Grove via Victoria Road and Lancaster Road). There still needs to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue to make the scheme join up. Without a fully joined up scheme, it is unlikely to attract more people to leave their cars at home and try cycling as an alternative.</p> <p>I do not support Option 3 (Queens Road). It is not a desire line for cyclists and government guidance states that cyclists should be able to take the most direct route for their journeys (at last as direct as motor traffic).</p>	11/07/2022

2	4				11/07/2022
		30 College Road, Harrogate	Walker	As a walker, rather than a driver, i do not have a preferred option. Most of the 'lycra clad' cyclists i see still use the road where the cycle path exists and many of the few cyclists i do meet on the cycle path ride against the flow of traffic! To me the whole project seems pointless and financially wasteful. It is a long drag up otley road so i dont see that many non-cyclists are going to be encouraged to take up that mode of transport unless they can afford an e-bike. Reducing motor vehicle access to some roads only causes further congestion on others. It will not lessen the number of vehicles on the roads as more and more houses being built on the western side of town will only generate extra traffic because of a poor/non-existent bus service and lack of infrastructure in the form of shops, schools, doctors and other amenities.	11/07/2022
	3	West Wings Harlow Grange, Otley Road, Harrogate		I have selected option 3 to use Queens Road because it minimises disruption to Otley Road during constrution and gets cycles and pedestrians off Otley Road as soon as possible. However, experience with Phase 1 is that very few cyclists use the cycle path, preferring to use Otley road itself. Many cyclists and pedestrain traffic risks injury to lath and the whole scheme is therefore a waste of funds which could be better spent elsewhere.	11/07/2022
1/2	4	5 Huntcliff Court			11/07/2022
		Pannal Ash Drive		None of the options. The existing cycle path on Otley Road has been a tremendous waste of time and money. The layout is confusing and dangerous to pedestrians and we should not be extending this further. More thought needs to go into providing a safer alternative.	11/07/2022

3	5			<p>The narrow shared footway and cycleway is dangerous and its only a matter of time before there is a serious accident or event a death. Therefore, the Queens road option is by far the safest, because it reduces the time pedestrians and cyclists spend together on the most dangerous section. A bicycle is a vehicle, after all, according to the revised Highway code, and it is important that pedestrians and vehicles are segregated for the safety of pedestrians. For example, pedestrians have pavements and vehicles have roads. An average of 4 pedestrians per year have been killed by cyclists, and an average of 137 seriously injured since 2013, despite them being segregated - the less that these two groups have to share the same pavement area, the lower the risk of death and injury.</p>	11/07/2022
2/3	4			<p>The plans were blurred and very difficult to understand. Poor consultation techniques.</p>	11/07/2022
1/2	4	Knaresborough	cycle, walk and drive	<p>1) Beech Grove I wish to support Option 1 (modal filters on Beech Grove and Lancaster Road), but I do not support Option 2, which would have no benefit for walking or cycling. o</p> <p>2) Otley Road I support Option 1 as modified by Option 2 (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue.</p> <p>I do not support Option 3 (Queens Road).</p>	11/07/2022
			Cyclists	<p>I studied your documents regarding Queens Road, Lancaster Road and Victoria Road and I'm afraid to say that I don't think any of them will significantly improve people's behaviour in terms of walking and cycling.</p>	11/07/2022

1	4	12 Queens Road		My preferred NPIF Option is Option 1 and my preferred Beech Grove Option is Option 4.	11/07/2022
				I regard the current proposals for the Otley Road cycle infrastructure to be inadequate. I appreciate that the plans were drawn up prior to the COP being published but to stick rigid to the old inadequate scheme, when a new best practice document is available, is wrong - it is waste of money as it will fail to encourage cycling and sharing the footway will discourage walking.	11/08/2022

		Stump Cross		<p>We first responded to the Otley Road cycleway consultation early in 2019 and to this and other active travel proposals at various times. Also, we responded to the online consultation in October 2020 and attended the stakeholder meeting of 24th May 2022 which was followed up by letter of 6th June 2022.</p> <p>I am sure that all these responses make it clear that we are positively interested in Active Travel Projects and that our thoughts have become clear to you and your colleagues. Regarding the latest consultation on revisions of the Otley Road proposal, we do not propose to comment on specific details for the above reasons and will confine our response to an aspect that concerns us greatly.</p> <p>This is the treatment of open space, trees and verges which the Civic Society value as part of our town just as much as the buildings in our conservation area and beyond. All green spaces, avenues of trees, individual trees, grass verges and public open space should be treated with the utmost respect as integral aspects and assets of Harrogate. The Stray is of course a wonderful benefit to our town but other green landscape assets should also receive great care.</p> <p>If replacement green landscaping of any description becomes necessary due to losses, we would expect that replacement or compensatory features would be of at least equal value. When compensatory land west of Harrogate Hospital adjoining the Stray was offered, it did not seem to be true compensation for losses in as much as it was already green space. We therefore ask the Highway Authority to be very careful that losses do not arise, but if so, that compensation is more than simply adequate.</p>	11/09/2022
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<p>2</p>	<p>4</p>	<p>32 Pannal Ash Grove</p>		<p style="text-align: center;">NPIF</p> <p>2. Option 2 makes the most sense to us, as local residents and cyclists. We do feel, however, that it is likely that we would only use this if we were cycling to or from the town centre. Most of our cycle journeys involve travelling to work the full length of Otley Road, and in these circumstances we would both likely leave the cycle path and join the road, rather than detour off route to Beech Grove and then come back to Otley Road. It is not clear whether there would then be another cycle path option to rejoin after the junction with Beech Grove? Or what options there would be to travel over the Prince of Wales roundabout?</p> <p style="text-align: center;">Beech Grove</p> <p>5. One way arrangements would make sense for making the road safer.</p> <p>We would also like to feedback that, as residents on Pannal Ash Grove, we have regular use of the recently installed cycle lanes. These appear to be very rarely used, most cyclists still seem to use the road. When we have seen cyclists use them they often seem to be travelling in the wrong direction, it may require more signposting? The lanes can feel unsafe to pedestrians, especially when approaching groups of people, or people walking on pavement clearly marked as cycle lanes.</p> <p>Also, the lanes were installed very poorly with little effort to clean up the amount of stones and dirt left, or landscape the grass.</p>	<p>11/09/2022</p>
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2/3	4	Cold Bath Road.		<p>Your Beech grove option 2 is terrifying. Now I don't necessarily think the LTN experiment was great. The traffic is not that heavy on this road and I think some LTN experiments on Cold Bath Road would be more interesting. That's where pedestrians should be protected. And cyclists too although I know from experience it's a steep one!</p> <p>I'd sooner see Option 3 Beech Grove to retain two way for cars, but eliminate parking and put a protected two way cycleway in, similar to the short flashes of brilliance on Otley road.</p> <p>So I'd prefer option 1 here but a modified Option 2 would be fair to all.</p> <p style="text-align: center;">Otley road proposals</p> <p>I like Option 2 or 3 going via Victoria road, or Queen's road. I'm not sure which. Victoria should be better with a block on Southbound traffic. And it's the more natural line. Depends on how good the junction is with Otley and whether cyclists can safely cross and proceed west with a Toucan crossing.</p> <p>I'd like to see a much much better phase two here in line with LTN1/20</p> <p>And finally, how about forcing developers to put cycle infrastructure before proceeding with the development, and then claiming poverty when asked to deliver it afterwards!</p>	11/11/2022
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3		Victoria Road		<p>Option 1 has been tried already on a temporary basis and abandoned. It created the victoria road 'rat run'. we consider option 2 to be a non-starter for 2 reasons; because of the narrow width of victoria road and the total removal of parking spaces is unacceptable to residents (many of us are elderly). Therefore, we consider option 3 to be the least worst option as it would mean use of wider road (Queens road) for a cycle lane and reduction of 'rat run' behaviour, by banning inconvenient for us as residents. But if it makes the road less of a dangerous rat-run, it is worth while.</p>	11/11/2022
3	5	Boroughbridge		<p>I live near the 'completed' phase 1 of this scheme which is rarely used. i have not seen a single cyclist use it. I do not think schemes should be forced into existing areas / infrastructure where it is clearly not feasible. Funds should be prioritised to ensure the quality of roads and pavements is high (Pannal Ash Road). It is also very frustrating to see new housing developments approved by the council where no cycle routes are included.</p>	

1/2	5	Rossett Park Road		<p>I am responding to the consultation on the following</p> <p style="text-align: center;">NPIF Options</p> <ol style="list-style-type: none"> 1. The existing proposal on Otley Road for phase 2 2. An alternative route for phase 2 using Victoria Road 3. An alternative route for phase 3 using Queens Road <p style="text-align: center;">Beech Grove Options</p> <ol style="list-style-type: none"> 4. Modal filters on Beech Grove with one-way on Victoria Road 5. One-way arrangements on Beech Grove and Victoria Road <p style="text-align: center;">Otley Road</p> <p>I support Option 1 as modified by Option 2 (reaching Beech Grove via Victoria Road and Lancaster Road), but there also needs to be a parallel crossing of Otley Road near its junction with Beech Grove. The Park Avenue-Beech Grove crossing is used by many cyclists for whom there is currently no protection. There should also be priority cycle crossings of the mouths of Park Avenue and West End Avenue.</p> <p style="text-align: center;">I do not support Option 3 (Queens Road).</p> <p>Otley Road should have a 20mph speed limit, and lower weight limits on vehicles. Massive lorries, such as Nostrop which regularly access Harrogate Spring Water via Otley Road and Harlow Moor Road, should not be permitted on these quite narrow roads which are also residential streets.</p> <p style="text-align: center;">Beech Grove</p> <p>I support Option 4 (modal filters on Beech Grove and Lancaster Road).</p>	14/11/2022
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I support Option 4, which is more on Beech Grove and Lancaster Road.

I do not support Option 5, which would have no benefit for walking or cycling.

At the exhibition in the Civic Centre on Friday you also showed a new option, Option 6.

This has some merit, but I prefer Option 4.

Beech Grove should also have a 20mph speed limit which should be part of a wide area 20mph zone.

You have deleted earlier plans to provide a safe crossing from Beech Grove to Park Avenue. It is absolutely essential to provide a safe crossing of Otley Road, either at Beech Grove or at Victoria Road. Where there's a will there's a way.

It's very regrettable that the modal filters were removed at the end of the trial period, and that this was done without any evidence being given to justify their removal. I believe such evidence is a statutory requirement. While the planters were in place Beech Grove was a peaceful oasis for walking and cycling, an enhancement to and in the spirit of the adjoining Stray. These benefits are lost by allowing it to be used as a rat run.

Beech Grove will be a core section of the cycle network between west Harrogate, including the homes, various schools and business park in that part of town, and the town centre. It therefore needs to be fully LTN1/20 standard, not a substandard compromise and, unlike Otley Road, this is physically entirely possible through the use of modal filters.

Some residents will probably object because they have to drive a little further, but encouraging people to use their cars less, which is what this is about, is always going to be opposed by some.

I find it massively disappointing that the Council spends years and considerable resources on successive consultations but appears incapable of actually implementing anything of value to promote active travel and modal shift. Deadlines have been meaningless.

The York and North Yorkshire LEP Routemap to Carbon Negative sets the following objectives:

- Reduce private car usage by 48% by 2030
- Increase active travel for short journeys, ensuring walking and cycling accounts for 17% of distance travelled by 2038:
 - Increase of 40% in walking kms travelled by 2030
 - Increase of 900% in cycling kms travelled by 2030

Achieving this, or anything remotely close, will need a radically more urgent approach, with councillors and officers committed to implement measures to a tight timescale.

3	5	Lancaster Road		<p>As residents of Lancaster Road, Options 3 or 5 seem to make most sense. What we would say is that, whatever scheme is adopted, the signage warning road users of the traffic arrangements needs to be much more obvious than it was in Phase 1: The number of three-point turns made and even cars using the stray to circumvent the barriers must have made air quality atrocious. We would also be interested to know if air quality was compared before and after Phase 1 and would hope that such measurements will be taken in whatever option is adopted in Phase 2. Many instances were observed of motor cyclists ignoring the modal filters in Phase 1 and, if such are established in future, consideration should be given to preventing this</p> <p>We also strongly suggest that consideration be given to implementing and enforcing a 20 mph speed limit on the roads used as “rat-runs” by many motorists, provided that enforcement does not take the form of excessively high speed bumps as currently on Queens Road.</p> <p>Whilst the ambition to get more people to walk or cycle is laudable, we hope that the fact that not everyone in these areas is able to do these things and some rely on mechanised transport will weigh in the considerations.</p>	11/10/2022
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1/2	4			<p style="text-align: center;">Beech Grove.</p> <p>Option 1 seems best for active travel (modal filters). Option 2 isn't great - there's a similar thing going on around the back of Waitrose where there's a non segregated cycle lane in the opposite direction to one way traffic and I've had a few nasty closes passes there. Drivers seem suprised to see a bike coming in the opposite direction.</p> <p>Why not get rid of the parking and have segregated cycle lanes? I read in a recent news article that the numerous car parks in town and being underutilised.</p> <p>Additionally, by narrowing Beech Grove (getting rid of on road parking) couldn't we give back some road from Beech Grove to swap with Stray land to support extra segregated paths on Oatlands drive. Everything seems to be done so piecemeal.</p> <p style="text-align: center;">Otley Road.</p> <p>On balance I support Option1 modified by Option 2 (getting to Beach Grove via Victoria & Lancaster Rds). However, there should be a parallel crossing of Otley Rd near Beech Grove junction and priority bike crossings at Park Ave and West End Ave.</p> <p>It would be great to see some progress on Active Travel in the towns of North Yorks. There's so much more progress being made a few miles south in Leeds and it's so disheartening to see such slow progress being made in Harrogate.</p>	11/11/2022
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1/2	4	Beech Road		<p>1) Beech Grove I support Option 1 (modal filters on Beech Grove and Lancaster Road). I do not support Option 2, which would have no benefit for walking or cycling.</p> <p>2) Otley Road I support Option 1 as modified by Option 2 (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue.</p> <p>I do not support Option 3 (Queens Road).</p>	11/11/2022
			walkers, cyclists and car users	<p>We attended the consultation event re the above yesterday, held at the Civic Centre in Harrogate.</p> <p>We were informed that a safety audit of Phase 1 of the scheme had been completed and would be available this week. As local residents and users of Otley Road both as walkers, cyclists and car users, we were told we could have sight of the report.</p>	11/12/2022
				The whole scheme is absolute nonsense. Why do cyclists have precedence? They are not going to go into harrogate to shop. A total waste of money and others.	
1/2	5	Queens Road		NPIF: Strongly against using Queens road for cycle lane - it is really steep, many children and pedestrians uses it and cyclists on a steep road may be very dangerous reaching top speed. Beech Grove: Prefer one way option. The modal filters when in place created a rat run on Victoria road . Queens road has an alternative to Beech road when ballards are in place.	

				<p>My initial thought is for your design team to breakaway as far as possible from the ethos behind the debacle that has been designed and built on Cold Bath Road. Have you ridden it? How does it feel to you? To me as a cyclist it felt awful; too 'bitty', not segregated and neither does it 'flow'. When riding on Cold Bath Road, I stay on the road, safer for all parties concerned; I know where I need to be, and I would like to think my passage is predictable to other road users. I feel the only benefit to the recent works on Cold Bath Road are to the car - such a shame.</p> <p>I fully support cycling, especially in the areas you are looking at, so many 'short' journeys are taken by car when a cycle ride would suffice. Segregation is the way forward, this is what would encourage me to take up more cycling in the area, any else is just smoke and mirrors and will not be used.</p> <p>NYCC, you really need to get a grip of your approach to cycling. You make a lot of noise, however very little happens; when it does it's not worth the effort.</p>	
3				This is the least worst option in my opinion.	
3				I support the proposal to have a cycle lane on Queens Road. By far, the simplest and least disruptive.	15/11/2022

		West Way		<p>As a resident living off Otley Road I believe the plans for cycling and pedestrians are an ill-thoughtout vanity project.</p> <p>Serious cyclists will never use any cycle lane as they wish to travel unimpeded at speed down Otley Rd. The current half-baked system does not allow for that nor will the proposed extension. There is huge potential for a serious accident between cyclists, pedestrians and vehicles emerging from driveways.</p> <p>When will somebody admit that Otley Rd with its limited width and the large increase in volumes of traffic with current and future housing developments.</p>	
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Option 1/ Existing Proposal on Otley Road for phase 2.

I consider this as a non-starter as the available land narrows considerably close to Beech Grove and in my opinion will be dangerous for cyclists and in particular pedestrians who transit the Otley Road / Beech Grove intersection in large Numbers. (School children town centre workforce and visitors)

I travel every day up and down Otley Road and have yet to see a cyclist use the new cycle lanes. I believe a survey will confirm this.

Option 2/ Phase 2 Victoria Road.

Better than Option 1 but I think that cyclist will not be respectful of the cycle path and use the road or simply continue down Otley Road and turn in at Beech Grove as they do now.

Option 3/ This is the better of the three options but not perfect. I think you would meet a lot of resistance if the street parking were to be removed. Can I suggest that the section of road from Otley Road and Lancaster Road be designated "No Trough Traffic" Make one side resident permit parking only. Cyclist can use the road two way with a 15MPH speed limit. Vehicle traffic can be diverted via Lancaster Road and Queens Road.

Beech Grove Options

4/ As a resident of Beech Grove in principle I would welcome this option, however during the trial period residents wishing to travel South by vehicle had to go through the town centre to get into the one way system of Station Parade. If a crossing to Victoria Avenue was available at West Park then this would be a good compromise.

5/ This could work but the one way should be to the south in both Beech Grove and Victoria road.

		16 Byron Court Beech Grove		<p>The block of flats I live in is accessed to and from the short one-way piece of Beech Grove which leads from Victoria Road to the main part of Beech Grove. That is to say one cannot access Victoria Road due to the one-way restriction.</p> <p>My key concern is how do I travel south and gain access to the Prince of Wales Roundabout, so one can travel south out of Harrogate towards Leeds and Bradford?</p> <p>The drawings provided are quite hard to read (the text is extremely small), in particular the diagrams provided of the proposed schemes for Beech Grove. Specifically I would like to understand how, in future, I would be able to travel south of Harrogate, can you please clarify?</p> <p>Of the designs offered, and based on my understanding (which I worry is not correct) I would support the main part of Beech Grove being one-way all the way to Otley Road. If restrictions are reinstated on Beech Grove just north of the junction of Lancaster Road then I think Beech Grove has to be kept a bi-directional and changes made to the junction with West Park so that one could go straight ahead into Victoria Avenue.</p> <p>As a resident I do not feel able to support any of the proposals at this juncture as I do not fully understand how they work and how in future I would be able to travel south out of Harrogate from my home.</p>	
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				<p>The current installation is a disaster the current users who use the footpath ignore both speed limits and traffic lights we are waiting for an injury accident. there has been several close encounters, Harlow moor road/otley road being an example, Waiting in the bus shelter at the shepherds dog when the bus approaches stepping out to the curbside many cyclists coming over the brow of the hill come down at great speed expect others to make space for them. Electric scooters used illegally on the footway a similar hazard.. Any council that fells more trees on Otley Road for further widening had better not stand for election as you will never be elected again., people are already fed up with being side tracked for a few cyclists you will not see in wet weather.</p>	
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16 Beech Grove
Court
Beech Grove

Beech Grove: if Beech Grove is to be used as a preferred cycle route into town, there is not enough width for it to have a contraflow cycleway, a through traffic route and parking (without pinching the verge/Stray). There is too much through traffic to make cycling for other than experienced riders safe, and this will remain true if the through traffic is one-way. So, Beech Grove as a safe cycle route must have the modal filters. It has already been demonstrated that this reduces the traffic to a few residents and parkers and is good for cyclists and pedestrians.

Victoria Road: the top should be North-bound only to stop the rat-run which had become problematic at certain times of day in the first trial, partly because there is not room for two lanes and parking. If the Otley Rd cycle route can be successfully implemented as far as Victoria Rd, that could be used as the route to Beech Grove via Lancaster Road. However, there is probably not enough room for parking, through traffic and a contraflow cycle lane and residents are hardly likely to accept not being able to park on their street.

Queen's Road: If it is preferable to end the Otley Rd cycleway at Queen's Rd, that could be the route to Beech Grove via Lancaster Rd. However, Queens Rd is not good for cyclists and they probably would not use it, carrying straight on down Otley Rd to Beech Grove and making the official diversion a waste of time.

Overall, I think the first scheme still has merit. Those in the know coming down Otley road will cut left down Queens Rd or Victoria Rd if they see an advantage. Those coming from the South – The Oval, St Georges, Leeds Rd, Leadhall Lane, etc, will be able to use quiet back streets and get to Beech Grove via the originally proposed crossing.

				<p>Firstly none of the options offered deserve a “tick” against them as all have been badly thought out, dangerous and lacking any understanding of the impact these decisions make to those who live in this area. Let’s start with phase 1 - neither used by experienced or less confident cyclist. As a family of experienced cyclist we would not be using pavements that are narrow and dangerous to pedestrians comprising of elderly, children had families. As an amateur cyclist the idea of going from pavement to abruptly onto road is terrifying! The only users of two wheels on this route has been electric scooters that have almost hit me personally on three occasions!</p> <p>Secondly the phase complete is probably the worst example of workmanship we have ever seen. Tarmac lifted in places, uneven, lacking in clear signage, poorly lit - I could go on but you are probably well aware of this</p> <p>Now you are proposing even further work on this already badly developed cycle pathway likely to cause more harm and disruption than the value added.</p> <p>I only pray that we do not see a fatality as a result of your designers and NYCCs partnership in these badly thought and excited schemes.</p>	
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2				<p>I'd like to express a strong preference for option 2, which creates a one way flow of traffic through Victoria Road and gives cyclists their own lane as the new cycle pathway design.</p> <p>Cyclists are moving significantly faster than pedestrians and therefore it is not acceptable for them to share the same space as those wanting to walk safely, especially at night.</p> <p>Cyclists are their own form of transport and therefore should have their own allocated space on the road. It is often the case that cars turn across cyclists and so a separate lane will make it clearer that they are there and drivers should look out for them. Experienced cyclists will not use a shared path due to leaf cover, icy conditions and the challenge of navigating pedestrians, as well as the above description of drivers not looking for them. Therefore the only effective choice to maximise utilisation is to create a separate lane on the road. Moreover, the current cycle lane design on Otley Road is extremely unsafe, with the lane weaving off and on pavements and dropping out immediately onto junctions where cars often do not stop. No one uses this current path, and it should have been designed with a separated section on the road for cyclists and a narrower lane for cars.</p>	
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				<p>I am very supportive of the move towards safer active travel. I do not however, think shared paths work very well, and have hardly seen anyone use what I feel is a badly designed scheme on Otley Road. I tried it myself once uphill, got confused, and am sure I didn't follow it as I should. Despite being a confident cyclist and road user. Any serious, or even casual leisure cyclist I'm sure would ignore it completely downhill for sake of speed.</p> <p>The next stage has some better options, I already like using the beach road route through town and have been encouraging my children to use it to get to the saints area etc. Of the options presented, Victoria road makes the most sense. The queens road option would not get used as it involves cyclists going on pavement and up and down hill unnecessarily, victoria or beech do not. As I said above, shared path options are a poor fit in the area. These work well alongside wide, fast, A roads, but struggle elsewhere in my view, high risk of collision with pedestrians forces slow cycling so might as well walk.</p> <p>With the traffic management, either a one way or a modal filter would be fine, one way road is probably the sensible compromise. Since the temp modal got removed I've noticed a slight decrease in people using victoria road as a rat run.</p>	
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Option 3 would be best as this takes cyclists off Otley Road sooner. Reasons:

- Cars that are less familiar with the area, or in a rush at peak times, come down West End Avenue towards Otley Road, look right at the junction for traffic, then turn left onto Otley Road and drive straight through the traffic light pedestrian crossing without seeing it. I have witnessed this many times over the last 20 years. These traffic lights are too close to West End Avenue to cater for drivers that aren't concentrating. If you add a cycle path into the equation this will encourage cyclists into an already vulnerable area.
- When pedestrians are walking down Otley Road and crossing over West End Avenue, in the dark, mainly after work in the winter, this area looks well lit but there is a dark spot when pedestrians are half way across the road. Driving down Otley Road and turning right onto West End Avenue, cars are waiting in heavy traffic on Otley Road (with head lights straight ahead) to turn right, when there's a gap in the traffic and as they accelerate onto West End Avenue any pedestrian halfway across the road can only be seen at the last second. If you add a cycle path into the equation this will encourage cyclists into an already vulnerable area.
- Otley Road isn't wide enough between Cold Bath Road and West Park Stray, for a dedicated cycle path, so it will be safest to divert cyclists off Otley Road onto Queens Road.
- West End Avenue should be 20mph limit. The entrance to the Grammar School by the tennis courts is congested with school pupils crossing the road and cars dropping pupils off. All other roads with a school entrance are a 20mph limit and West End Avenue has particularly poor visibility as there are so many parked cars on the road. It would be safer if drivers were already limited to 20mph as they approached Otley Road and the proposed

cycle path area.

Option 1 for phase 2

Please don't do this. It is an abomination.

It is too complicated.

It breaks up the cycle route at every side turning. We should give priority to non motorised traffic.

We need a cycle route for the whole length, not various bits hotchpotched together. Segregating cycles into a narrow strip with pedestrians alongside is not good and goes against national thinking.

Pleased to see the shared pavement is to be 3 metres wide. Do not reduce that width. Pleased to see that pedestrians and cyclists are not to be segregated by a white line (that doesn't work).

Not happy with the narrow lanes shown Green, where cyclists join the carriageway and/or join the footway. These short joining lanes are too narrow and would present a danger of being hit by passing motor traffic.

And like Victoria Road, it is a useful idea but wouldn't help me cycling from Beckwithshaw to Knaresborough.

2		22 Byron Court Beech Grove	<p>I have no comment to make on the NPIF Phase 2 proposals for Otley Road (referred to as options 1 to 3 in the consultation document).</p> <p>I question the need for any additional traffic measures on Beech Grove (referred to as Options 4 and 5 in the consultation document) and oppose them. These measures (particularly Option 4) will have a seriously adverse effect on me, as a resident of Beech Grove (as to which see below).</p> <p>In summary my submissions are:</p> <p>(a) The adverse impact of the Beech Grove proposals on residents is wholly disproportionate to any benefit they may have to cyclists. Any perceived benefit (to cyclists), by the Beech Grove proposals, is outweighed by the impact on access to and from Beech Grove, by residents of Beech Grove, who (like me) are predominantly elderly.</p> <p>(b) The Beech Grove proposals are completely unnecessary, given the amount of traffic that actually uses Beech Grove.</p> <p>(c) The Beech Grove proposals will have minimal, if any, positive impact on the safety of cyclists and pedestrians; and may adversely impact on the perceptions of elderly pedestrians as to their safety.</p> <p>Beech Grove (impact of proposals on pedestrian use)</p> <p>As someone who takes daily walks in the area, I make the following points:</p> <ol style="list-style-type: none"> 1. Beech Grove is a quiet residential street. I use it on a daily basis as a pedestrian. The presence of modal filters made the road rather intimidating for older pedestrians, like me and my wife. The planters were vandalised and gave the impression of encouraging anti social behaviour. They discouraged walking on our part (particularly at night), as we felt it was an environment (a dead end) that was likely to encourage anti social behaviour (as evidenced by the graffiti on the planters).
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2. I regularly cross Beech Grove to reach the footpaths on the Stray and never have any problem with traffic. There is a wide pavement for pedestrians on the side opposite the Stray. The road is perfectly safe.

3. There is little traffic, even at busy times. Since the welcome removal of the experimental modal filters the motor traffic has remained steady and relatively light and causes no discernible problem for either pedestrians or cyclists

Beech Grove (impact of proposals on cyclists)

1. Unless cyclists choose to use the pedestrian footpath on Byron Walk (and unhappily, despite signage asking them not to, some do!) to reach their destination; they will still have to share the Northern end of Beech Grove with through traffic (even with modal filters in place at the junction of Lancaster Road and Beech Grove) and therefore little or nothing is to be gained (on this stretch of road) by restricting traffic using modal filters.

2. At paragraph 7.1.1 of Cycle Infrastructure Design (published by the Department of Transport) the following general principle is set out: "Where motor traffic flows are light and speeds are low, cyclists are likely to be able to cycle on-carriageway in mixed traffic".

That is exactly the position on Beech Grove; traffic is light, and speeds are low. If it is necessary to lower the speed limit to 20 mph to guarantee this, I would raise no objection.

		14 Arthurs Avenue Harrogate		<p>I walk and drive up Otley Road regularly. It seems to me that the cycle path on the downhill side of the road is confusing, arguably dangerous for pedestrians and hardly ever used by cyclists. It therefore seems a waste of money.</p> <p>You have asked what you could do to encourage me to walk and cycle more. Short of making the whole of central Harrogate car free there is nothing you could do. I suggest you divert the funds to something more worthwhile at a time when people and businesses are really struggling.</p>	
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		<p>Queens Close HG2 OHG</p>	<p>Your paperwork only gives 3 bad options with no option to say - none of the above - not a fair way to gain consensus and bring residents on board.</p> <p>3.) None of the proposed schemes are practical for local residents who already walk most of the time, therefore will not help make people walk more.</p> <p>4.) When the previous restrictions were in place I actually walked less as crossing Victoria Road, Beach Grove and Cold Bath road became more dangerous. Walking on Beach Grove and crossing the stray was also more difficult as a number of cyclist insisted on cycling on the pavements and the stray - perhaps with new Highway Code practices were pedestrians are more vulnerable than cyclist the authorities will actually properly clamp down on these cyclists and protect the most vulnerable users as in the Highway Code.</p> <p>5.) Pushing traffic onto Cold Bath road which is already narrow, includes a primary school and is a bus root doesn't make practical or safe sense.</p> <p>6.) Traffic still needs to use Beach Grove to allow residents to actually live in those properties and people who don't live close the the stray be able to practically use the stray - it was created to allow the people of Harrogate use it, why do you want to restrict it - as that is what restricting Beach Grove access does. Surely counter productive to making people active.</p> <p>7.) Traffic on Victoria Road, Lancaster Road and Queens Road made walking much more dangerous so taking a car may take time, may create more carbon footprint but was safer - counter productive to what we are told the purpose of this scheme is for.</p> <p>8.) Otley Road scheme so far looks ridiculous - doesn't work for vehicles (which as you have allowed so many new houses to be built up Otley Rd there will be many more), is now more dangerous for pedestrians as they would have to avoid cyclists (if any did use it in the future) and I can see it is more dangerous for cyclist.</p> <p>9.) The proposals are not going to change this situation and I can't see a way of making this road practical for all groups - so make it practical for the majority - which is vehicle and walkers.</p>	
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				<p>10.) Cycling is a "Sport" a "Hobby" not a mass transit option. In a town that is hilly, wet, windy, cold and has a large percentage of elderly people, cycling won't be a practical mass transport option. To be practical you would need to create designated sheltered routes (Underground protected cycle ways - away from vehicles and the elements) - Not practical.</p>	
		Martin Grange	mobility scooter	<p>1. I go up to the Coop on Otley Road where cycle lane partly goes to. The pavements are a nightmare to use.. not only where cycle lane done. Uneven surfaces bad dropped kerbs or non at all. Cycle lane NOT USED as DANGEROUS for cyclists. A COMPLETE WASTE OF MONEY. AS WILL BE ANY FURTHER WORK.</p> <p>2 The bollard crossing for pedestrians before Roundabout needs markings on road before bollards. Have spoken to Gary Rhodes re both. He said he would visit me and walk Otley Road to see problems. Not happened yet!</p>	
1/2	4		cyclist	<p>1) Beech Grove</p> <p>I therefore support Option 1 (modal filters on Beech Grove and Lancaster Road). I do not support Option 2, which would have no benefit for walking or cycling.</p> <p>2) Otley Road</p> <p>I support Option 1 as modified by Option 2 (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue.</p> <p>I do not support Option 3 (Queens Road).</p>	

		11 Queens Road		<p>None of the schemes are safe for pedestrians or cyclists. The Phase 1 program is evidence of that. At the recent meeting both cyclists and pedestrians gave a whole series of examples of near-miss incidents that have occurred. The pedestrian section is not wide enough for two pedestrians walking a dog. Myself and my wife walk our Labrador and cannot fit in the pedestrian section. Bikes brush past us at speed in the small gap remaining. The dog has nearly been hit several times. Cyclists also explained how unsafe they have found it constantly leaving the pavement to re-join the traffic on the road. Most cyclists said they choose to just stay on the road as it is safer. We were told an evaluation report has been done of Phase 1. We asked to see it but were told it was not available. I think that should be made public. It is hard to believe it would assess the Phase 1 implementation as safe or effective.</p> <p>From 21/11/2022 after the consultation event:</p> <p>Do not spend taxpayers money on unsafe and ineffective schemes just because you have the money and a deadline...wasteful and highly inappropriate at this time when there is not enough money for critical core services.</p> <p>Many other options were proposed at the meeting:</p> <ul style="list-style-type: none"> • Use the route of Harlow Hill and down through Valley Gardens • Use Kent Road or Duchy Road – all quiet and wide roads <ul style="list-style-type: none"> • Widen the existing paths on the Stray • Add a cycleway on the edge of the Stray • Introduce a park and ride scheme • Introduce a frequent multi stop electric bus service that serves local routes around town <p>The last two options will serve far more people in the area rather than the relatively small cycling community.</p>	
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Overall, the message we received at the meeting was that the money is in place and must be spent. The council don't have time to do anything that would require any complex legal reviews/applications, so are just going to do what is easiest and that allows the money to be spent in time – no matter how safe or ineffective the outcome is. Everyone felt that was a highly irresponsible use of taxpayers – particularly at times when money is so short and is needed for much more worthy efforts such as food banks, heating support, and social care. Seeing so much money wasted on unsafe low-demand schemes is truly a travesty.

I and those at the meeting are not against cycling or having good cycleways. We are against doing it in the ways being proposed which seem to have been very poorly thought through. In particular, how can the council have implemented Phase 1 only now to realise it is difficult to do Phase 2 at the Otley Road and Beech Grove junction? Surely that was obvious to anyone who took 5 minutes to look at it...Similarly, it was noticeable that the representatives at the meeting had very few answers to the more detailed questions being posed about the proposals. Again, seemed to be a total lack of detail, analysis and forethought.

Finally, it was very telling that absolutely no one from a senior position at the council was at the meeting. Seems very odd to arrange a meeting for the residents to come on a Friday evening but no one in a position of decision making bothered to attend. This sent a very clear message I'm afraid.

		Harlow Oval	driver and walker	<p>1. The junction improvements that you made during phase 1 between Otley Rd & Harlow Moor Road are great. They have improved traffic flow considerable and make the junction feel safer for all users.</p> <p>2. The placement of the Cycle Path on the pavement on Otley Road feels extremely dangerous indeed (for pedestrians) and is rarely used by cyclists. I live at 1 Harlow Oval so have very high usage of the Harlow Oval/ Otley road junction.</p> <p>3. I do not support any road closures at all on Victoria Road/ Beech Grove. During the time that the experimental road closures were in place, the additional pressure on Otley Road/ Prince of Wales Roundabout was phenomenal. Furthermore, the traffic from Beech Road was merely moved across to Victoria Road & Cold Bath Road. My youngest daughter was at Western School at the time (on Cold Bath Road) and the traffic seemed much worse than in previous years (even allowing for Covid Lockdowns) The junction at Queens Road/ Cold Bath Road in particular is a cause for concern when primary aged Children are trying to cross the road. This junction feels much quieter when traffic is permitted to travel down Beech Road in both directions.</p> <p>4. As a pedestrian, the existing walk along Beech Road or across west park stray is entirely acceptable. No alterations are required.</p> <p>5. As a cyclist, why on earth are you not simply putting a 2 way cycle path right across the West park stray, to run in parallel with the existing footpath? I am aware that taking up space on the stray requires changes to bylaws and you may have to find elsewhere to "give back" to the stray, however SURELY this is the sensible & modern option? If you were to find land to "give back" to the stray, I would suggest removing the central car parking spaces on Victoria Avenue & returning them back to stray land/gardens as they were originally built. You could then leave the roads exactly as they are. I cannot fathom how this isn't the obvious & cheapest option for all involved?</p> <p>6. Out of the uninspired alternative scheme versions that you have provided, whilst I do not support any of them, the least awful in my opinion would be to make Beech Road &</p>	
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				Victoria each one way (in opposite directions) to allow for a cycle path along Beech Road.	
1/2	4			<p style="text-align: center;">NPIF Phase 2 Consultation</p> <p style="text-align: center;">1) Beech Grove</p> <p>I support Option 1 (modal filters on Beech Grove and Lancaster Road). I do not support Option 2, which would have no benefit for walking or cycling.</p> <p style="text-align: center;">2) Otley Road</p> <p>I support Option 1 as modified by Option 2 (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue.</p> <p style="text-align: center;">I do not support Option 3 (Queens Road).</p>	

2	5	1 Pannal Ash Road		<p style="text-align: center;">NPIF Options</p> <p style="text-align: center;">Option 2 - An alternative route for Phase 2 using Victoria Road</p> <p style="text-align: center;">Beech Grove Options</p> <p style="text-align: center;">Option 5 - One-way arrangements on Beech Grove and Victoria Road</p> <p>Phase 1 has not worked well, there are too many potential collision points, it's not wide enough for shared use and has too much chopping and changing between the road and the path. Cyclists don't use it, they mainly ride on the road. It certainly hasn't done anything to encourage more walking and cycling and we don't think the rest of the scheme will either. The money should be put to better purpose.</p>	
1/2	4	Dale Court, Lands Lane, Knaresborough	car & motorcycle user & cyclist	<p style="text-align: center;">1) Beech Grove</p> <p>I strongly support Option 1 (modal filters on Beech Grove and Lancaster Road). In my opinion Option 2 should be rejected as it would have no benefit for walking or cycling.</p> <p style="text-align: center;">2) Otley Road</p> <p>I support Option 1 as modified by Option 2 (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue.</p> <p style="text-align: center;">I do not support Option 3 (Queens Road).</p>	

	4	36 West End Avenue		<p>I am a local resident (West End Avenue) who uses Beech Grove regularly (several times per week). Before the closure in February 2021 I would drive along Beech Grove if I needed to drive North; since then I now drive via the Prince of Wales roundabout. This is absolutely no problem at all. The benefit was that Beech Grove became a quiet and pleasant road to walk along, and an undoubtedly safer route for cyclists young and old.</p> <p>I would strongly support the permanent re-introduction of the closure of Beech Grove to through traffic (Option 4). Low Traffic Neighbourhoods are the way forward for improving safety, health and quality of life, and to encourage the changes that will be needed if there is to be any chance of addressing the existential threat of climate change.</p>	
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1/2	4	Radlyn Oval		<p style="text-align: center;">Beech Grove:</p> <p>I am registering my support for Option 1 which includes modal filters on Beech Grove and Lancaster Road. The 18 month trial was a great success for pedestrians and cyclists using this area. It was withdrawn without due process and without the important work necessary on Victoria Road.</p> <p>If NYCC are going to fulfil their targets of reduced emissions and encourage more people to have a healthy lifestyle and therefore less pressure on our health service then they need to deliver these projects without delay. The current message continues to be to buckle to the voice of those who will not use their vehicles less.</p> <p style="text-align: center;">Otley Road:</p> <p>I support option 1 as modified by option2, reaching Beech Grove via Victoria Road and Lancaster Road.</p> <p>There must be a safe crossing from Beech Grove to Park Avenue for both pedestrians and cyclists.</p> <p>I do not support option 3 (Queens Road). It is not the desire line and is entirely unsuitable. This option was drawn up using google maps as opposed to actually cycling or walking the route.</p> <p>There should be a solution to stop vehicles using Park Avenue, the Oval area etc as a rat run to St. George's roundabout.</p> <p style="text-align: center;">All these areas need to be 20 mph.</p>	
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3	5	Beech Grove		<p>I find it incredible how North Yorkshire Council can justify the spend on this after having an 18 month trial on Beech Grove to see very few cyclists use it. The cycle lane on Otley Road is barely used and most cyclists still use the road.</p> <p>I understand the funding has come from central government, but it's your responsibility as Harrogate local representative, to do what is best for the town.</p> <p>Should option 2 on the NPIF Options be chosen (Victoria Road), I presume you will be putting in safety measure for all the drives that don't have a good sight line when residents exit their drives?</p>	
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			cyclist	<p>I may be a little late in commenting about the proposals but as an occasional local cyclist anything that makes cycling a more viable and safe method of transport is to be encouraged.</p> <p>You will know that there is already an established cycle path from St. Georges Road that runs alongside Rossett Nature Reserve and finishes at the junction with Green Lane.</p> <p>If a cyclist leaves the town centre via any of Beech Grove, Victoria Road or Queens Road and crosses over Otley Road then St Georges Road cycle path can be reached via Park Avenue. Joining the existing cycle path means that after a few minutes a right turn at the junction with Green Lane enables the cyclist to reach the roundabout at Beckwith Road where a flat direct route is available to Otley Road with residential routes along the way.</p> <p>This is a much quieter route that is shared with school children and dog walkers at times and is definitely a longer route than directly up or down Otley Road but does serve lots of residential areas.</p> <p>I am sure this route has already been considered and discarded but I hope it has the potential to be utilised more efficiently.</p>	
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		Byron Court		<p>As a resident who lives on Beech Grove your previous Beech Grove scheme with model filter restrictions at Lancaster park road was a distaste. Forcing travel from my property through a congested town centre to travel south or east to the hospital.</p> <p>Living on Beech Grove from my observations the foot fall into town uses the stray footpaths.</p> <p>The bicycle use is extremely rare.</p> <p>I do not agree with any of your proposals, and suggest none of the councilors suggesting these proposals live with in the area otherwise they would not propose these changers.</p> <p>We should leave the situation as is which is managing quite successfully for walking, cycling and cars.</p> <p>A better alternative would be to provide adequate lighting across the stray to encourage foot fall for in the evening for people walking into town, as per all the commons have in London for their residents.</p> <p>This would make the stray a safe foot path way for all the residents in the town.</p>	
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			<p>Pedestrian, motorist</p>	<p>Thank you for the letter detailing the active travel improvement schemes. When asking for comments on which option would encourage more walking or cycling in the area, I would argue that with the stray on our doorstep, the proposed measures are totally unnecessary.</p> <p>I walk into town every day to work and I am more than happy with the stray as my route into town. There is a perfectly safe pedestrian crossing and a path away from traffic that I can follow directly into town. I wouldn't change my route to include Queens road, Victoria road or beeches grove if there were cycle or pedestrian changes made to these roads.</p> <p>The closure of Beeches Grove was an inconvenience to drivers also as it meant that the price of wales round about was unnecessarily busy. I imagine the proposed changes will cause a similar issue.</p> <p>Many thanks for seeking our feedback but I cannot see the benefit of your proposed plans as a local resident unfortunately.</p>	<p>11/03/2022</p>
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		Grosvenor Buildings	Cyclist, motorist	<p>Firstly I have two questions regarding the completed phase 1 of this project;</p> <ul style="list-style-type: none"> • How many cyclists driver are using the new cycle path , trips per day or trips per week. I ask because I drive the road often and I have only ever seen one cyclist using the path. • Bearing the above in mind what was the cost and therefore what is the cost per trip made.? <p>I would ask what information you have to show the number of cyclists using existing tracks and likely to use any new provision.</p> <p>I write as a cyclist and a driver and it is my observation that in an urban environment like Harrogate there is insufficient space for separate cycle tracks of sufficient width, quality and safety. The risible cycle tracks on Oatlands are a perfect demonstration of this. The only way forward is co-existence on the same road. After all when cyclists get to the end of the Otley Road cycle path they have to share the road to Beckwithshaw with cars.</p> <p>This project is a great expense with no quantifiable benefits and I urge you to re-think.</p>	11/04/2022
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1	5	Southway		<p>Thank you for sending the consultation documents for review and whilst some of the small print is quite difficult to read, the overall options are clear to me. I have a few comments as below:</p> <p style="text-align: center;">NPIF Options</p> <p>I would support the alternative proposal using Victoria Road as I think this would be safer, quieter and less disruptive to other road users.</p> <p style="text-align: center;">Beech Grove Options</p> <p>I think the introduction of one-way arrangements on Beech Grove and Victoria Road is a fantastic idea. The trial modal filters had limited success in my opinion other than to redirect traffic onto other surrounding roads. Contra-flow cycling would work really well in my opinion (as a cyclist).</p>	11/04/2022
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				<p>I recently received your correspondence regarding the Otley Road and Beech Grove proposals and would appreciate your comments in respect of the following</p> <p>Your refer to the lapsing of the Experimental Traffic Regulation order on Beech Grove and how this led to a review of various proposals . However, nowhere in your communication or on the various websites can I find anything regarding the original parameters and scope of the experimental scheme was nor what the results , finding, conclusions and recommendations were</p> <p>Can you provide these please</p> <p>Secondly, in the proposed Beech Grove options why is there no option to do nothing?</p> <p>Finally, within the correspondence and the various websites on the active travel improvement schemes there is continual reference to “improving safety and congestion” and “ encouraging more walking and cycling” but nowhere can I see any cost/benefit analysis, KPIs or deliverables around these schemes</p> <p>Where can I find these please</p>	11/04/2022
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		Queens Road	<p>I have already registered my opposition to the modal filters on Lancaster and Beech Grove (option 4) to restrict vehicle movements. In my opinion it was a pointless exercise with zero impact on the amount people cycle, walk into Harrogate from our area:</p> <p>a) There have always been wide pavements along Queens Road, Lancaster Road and Beech Grove. We are a 5 minute walk from town. Modal filters have done nothing to change this.</p> <p>b) It is easy to cycle from our area into Harrogate and expensive yet superficially impactful initiatives to encourage people to cycle will make v little difference. I cycle to work pretty much every day. Lancaster Road and Beech Grove are wide and there is very little traffic. A cycle lane down Beech Grove isn't going to change behaviours.</p> <p>If you want to encourage cycling from further afield into Harrogate then more nervous cyclists might benefit from a proper cycle lane on the Otley and Leeds Road into and out of Harrogate. As far as I can see part of Otley Road has a cycle lane but only part. What is the point in that? In terms of continuity of path the Otley Road turn off onto Beech Grove would be a natural point to turn and continue that journey into town. At the end of Beech Grove you cross the A61 onto Victoria Road (again very wide with little traffic). At that point you are in town. I do it every day on my bike.</p> <p>I studied your documents regarding Queens Road, Lancaster Road and Victoria Road and I'm afraid to say that I don't think any of them will significantly improve people's behaviour in terms of walking and cycling.</p> <p>Surely NYCC and HBC have more worthy and important projects to spend all this money on? A few of note might be:</p>	
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- Rejuvenating the town centre which is a depressing day out now that many stores have closed and are unlikely to reopen. Surely more can be done to encourage businesses to take up empty retail space? Do NYCC/HBC not have any ideas?
- Cleaning up the litter problem in the town centre. I walk our dog through the town and the amount of litter gets worse and worse.
- Showing more consideration for local residents by completing jobs which inconvenience thousands of people on a daily basis far more quickly. Two examples are: The 4/5 way traffic light at the top of Pannal Ash Road was in place for months during school term and created huge tail backs. There appeared to be no urgency whatsoever to complete the job. We then had a similar experience on East Parade with temporary traffic lights causing significant tail backs. The works, which finished on the Wednesday, were in place for two more days with no-one doing any work. I called up NYCC and asked why this was the case and the operator said that the traffic lights were still in place because the works were due to finish on the Friday. But the works had clearly finished on the Wednesday!
- Finishing the job on Valley Gardens tennis courts. Inexplicably money was spent on putting in new gates with codes and removing a piece of fence between the courts (so that the ball passes from court to court), yet the codes do not work and teenagers are playing football on the courts and damaging the nets. End result: The courts are now worse than they were before all the money had been spent.
- Improve the state of Harrogate's roads which are appalling in parts. This would certainly encourage more use of bikes.

I'm sorry to be so hard on NYCC and HBC. I'm not the sort of person who generally

				<p>opposes projects for the sake of it and I wouldn't consider myself to be a NIMBY, but I do feel that these ideas don't reflect particularly well on NYCC or HBC. There are many more important projects to spend tax payers money on in Harrogate and some of these would be much more likely to encourage people to go into town and stay healthy.</p>	
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			<p>I regard the current proposals for the Otley Road cycle infrastructure to be inadequate. I appreciate that the plans were drawn up prior to the COP being published but to stick rigid to the old inadequate scheme, when a new best practice document is available, is wrong - it is waste of money as it will fail to encourage cycling and sharing the footway will discourage walking.</p> <p>The government COP: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf</p> <p>States that “Too much cycling infrastructure is substandard” we can see this from the existing and proposed next phase on Otley Road. It also states that the “potential for conflict between pedestrian and cyclist should be minimised”. I would be interested to know how this would be achieved with the current plans. The number of cyclist using the first phase cycle path is minimal with the majority of cyclists still using the road and I have no doubt this will continue should the proposed schemed be provided, regardless of any slight modifications.</p> <p>Where a dedicated cycle infrastructure is provided people will use it and more people will be encouraged to use it. A dedicated route is one specifically for cyclists that take them from A to B by a direct route. Basically the opposite to what has been provided on Otley Road.</p> <p>Given the level of opposition to this scheme I can well see why the council should seek to give options to the public - however unless this includes an option to stop and design it again in accordance with the COP it cannot be said to accurately reflect the public view.</p> <p>When a scheme is agreed - hopefully a new one that complies with the COP - then during</p>	11/08/2022
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				<p>construction phase there will be a need to ensure that side roads are not used as rat runs by motorists seeking to avoid the delays from the roadworks. There are schools in close proximity of Otley Road and motorists seeking alternative routes to avoid the roadworks should not be allowed to increase the risk for children travelling to and from the schools.</p>	
1/2	4			<p>1) Beech Grove I support Option 1 (modal filters on Beech Grove and Lancaster Road). I do not support Option 2, which would have no benefit for walking or cycling.</p> <p>2) Otley Road I support Option 1 as modified by Option 2 (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue.</p> <p>I do not support Option 3 (Queens Road).</p> <p>Please commit to these projects as soon as possible. There is a climate emergency and active travel is one of our best local options to combat this.</p>	11/08/2022

1/2	4	Rossett Park Road	Pedestrian, cyclist	<p>I am registering my support for Option 1 which includes modal filters on Beech Grove and Lancaster Road. The 18 month trial was a great success for pedestrians and cyclists using this area. It was withdrawn without due process and without the important work necessary on Victoria Road.</p> <p>If NYCC are going to fulfil their targets of reduced emissions and encourage more people to have a healthy lifestyle and therefore less pressure on our health service then they need to deliver these projects without delay. The current message continues to be to buckle to the voice of those who will not use their vehicles less.</p> <p style="text-align: center;">Otley Road:</p> <p>I support option 1 as modified by option 2, reaching Beech Grove via Victoria Road and Lancaster Road.</p> <p>There must be a safe crossing from Beech Grove to Park Avenue for both pedestrians and cyclists.</p> <p>I do not support option 3 (Queens Road). It is not the desire line and is entirely unsuitable. This option was drawn up using google maps as opposed to actually cycling or walking the route.</p> <p>There needs to be priority crossings for cyclists at Park Avenue and West End Avenue. There should be a solution to stop vehicles using Park Avenue, the Oval area etc as a rat run to St. George's roundabout.</p> <p style="text-align: center;">All these areas need to be 20 mph.</p> <p>NYCC must listen to those elderly people, like me, over 70 and many more who are perfectly active and able to walk, cycle or use the bus.</p>	14/11/2022
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1/2	4			<p>1) Beech Grove I support Option 1 (modal filters on Beech Grove and Lancaster Road). I do not support Option 2, which would have no benefit for walking or cycling.</p> <p>2) Otley Road I support Option 1 as modified by Option 2 (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue.</p> <p>I do not support Option 3 (Queens Road).</p>	13/11/2022
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				<p>I don't agree with shared footpath and cycle routes, they should be kept separate. Beech Grove should be the main cycle route from Otley Road into the centre of town but Queens Road and Victoria Road could both have cycle lanes added to the roads. In addition to Beech Grove there should be cycle routes towards York Place and on to Knaresborough Road using the Stray to keep cyclists separate from traffic. Cycle routes on the Stray could be made from a porous material in keeping with the visual appearance of the Stray and kept separate from footpaths.</p> <p>Beech Grove is a wide road with good visibility and sight lines and so is suitable for the traffic using it. There are no adjacent schools, shops or other facilities used by pedestrians. Closing it will lead to further congestion in other areas of the town to the minor benefit of a few local residents. Rather than close the road some traffic calming measures such as kerb extensions or chicanes could be used together with zebra crossings where necessary. The town centre will deteriorate further if people are discouraged from accessing it easily by car. The Stray should be used for the cycle routes, separate from the footpaths. There are many areas where cycling routes in Harrogate should be improved. For example the routes around Oatlands Junior School, Hornbeam and Crimple/Hookstone are in very poor condition in many places and need widening, resurfacing and signposting. In addition the Stray could be used much more for cycling and walking with hard surfaces provided on the Stray alongside Knaresborough road and Oatlands Drive. I would not support additional disruption to road traffic.</p> <p>I live in Harrogate and walk, cycle and drive a car regularly in Town.</p>	13/11/2022
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				<p>With being a resident on Victoria Road, I have studied all the options proposed in your latest travel improvements scheme. The first question I have to ask is “is it a proposal under discussion or a done deal that one of the schemes will be implemented?” I would really appreciate an answer to this question before I am forced to make a decision.</p> <p>I cannot understand the thought process of putting so much time and expense into trying to provide so much space and disruption to create a cycle lane along any of the proposed routes. The roads flow perfectly well without this interruption, for both cyclists and motorists.</p> <p>Have you done a survey on how many cyclists actually use these roads? I have lived on Victoria Road for over twenty years and there is plenty of room for cyclists and cars. However, it is a rare occurrence to see a cyclist either on our road or, for that matter, in the centre of Harrogate. There is rarely a bicycle chained to any of the available space provided for cyclists to leave their bikes whilst shopping in Harrogate.</p> <p>The same applies on Beech Grove, there is more than enough space for both motorists and cyclists. Again, for Lancaster Road.</p> <p>If you are trying to reduce the amount of motor traffic into the centre of Harrogate then, again, this proposal is counter productive. When we had access denied onto Beech Grove everyone in our household spent more time driving through Harrogate than we had done in all the years we had lived here. Instead of being able to easily access Otley Road to head towards Leeds by turning right onto Beech Grove our route became turning left onto Beech Grove, left onto West Park, Right onto James Street and then right again on to Station Road to take us past Everyman Cinema and Waitrose to get us back on the main road by the Prince of Wales Roundabout. It was ridiculous and annoying in equal measure and, I am sure, didn't help Harrogate's policy of getting greener air into the city centre.</p>	
				<p>I look forward to hearing a response from you regarding if it is a choice on one of the proposals being implemented or the roads being left as they are. If your reply is that one of the proposals is definitely going to be put into practice then I can respond accordingly on which proposal I think will work best in my area.</p>	

		Beech Grove Court	<p>We have read your latest proposals for the Otley Road / Beech Grove area and are somewhat dismayed that you are continuing with this project - pandering to the views of a few, very vocal, pro-cycling activists, whose views are far from representative. We had hoped that the retirement of Cllr Mackenzie would result in a return to sanity but alas not.</p> <p>We are regular pedestrians on Otley Road and believe that the first phase has put pedestrians at risk. The use of shared space for pedestrians and cyclists is inherently dangerous and does not meet current guidance. Although the cycle route is rarely used, we have taken to walking towards the traffic flow so that we stand some chance of getting out of the way. However this does not always work as cyclists appear to believe that they can cycle in both directions on both sides of the road. The areas around the Grammar School and Co-op are particularly bad because of the large numbers of school children in this vicinity.</p> <p>Many cyclists continue to use the road rather than the cycle way and we believe that no amount of improvement to the design will change that. The environment is unsuitable for the construction of an off road route that would encourage all cyclists to use it.</p> <p>Much of the new housing being built alongside Otley Road is far from bus routes, shops, schools and other facilities. Occupiers will inevitably use cars to travel to their destinations whether within Harrogate or beyond. There may be occasional leisure cycling but this will be in addition to car use and not as a replacement means of travel.</p> <p>We are not anti-cyclist but we do believe that the Council has got this cycle route badly wrong.</p> <p>We were also surprised that there was not a final monitoring of post-pandemic road use in</p>	15/11/2022
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				<p>the area, immediately prior to the removal of the planters and the re-opening of the road.</p> <p>Perhaps this information would not have been helpful to the Council's cause. We also noticed, that whilst the modal filters were in place, vehicles regularly crossed West Park from Beech Grove to Victoria Avenue - contrary to road signage.</p> <p>As residents of Beech Grove we assert that the previous modal filters did not result in an increase in cycling and your one-way option would be dangerous for all users. The roads in the immediate vicinity of Beech Grove all had increased traffic which grew in volume as people returned to work post pandemic. For residents of Beech Grove Court in particular, a significant nuisance was caused - the modal filter resulted in road users driving through our private grounds from Beech Grove to Victoria Road and vice versa as a short cut. These vehicles were mainly delivery drivers (not delivering to our building) and where the company was identifiable this was stopped - but many vehicles were without identification. Private cars were also a problem - with a tenant of a neighbouring property using our drive on a regular basis even after being asked to stop. Ultimately we had to get the damage caused to lawns repaired and the driveway widened. If your proposals result in this trespass re-starting then we expect the Council to accept liability.</p> <p>When considering the current financial state of the country we believe it is time to stop wasting tax payers' money and call a halt to this badly designed and unnecessary project.</p>	

			<p>There is no option to disagree with Options 1-3 so it seems that the decision has been made to go ahead, we simply have to choose which one. Not very democratic.</p> <p>Comments:</p> <ol style="list-style-type: none"> 1. Whilst the previous LTN on Beech Grove was in place, it did not increase cyclists in the area 2. Most cyclists used the pavements and some too lazy to cycle down West Park, and then up Beech Grove would cycle across the paths of the Stray. One one such occasion whilst using walking sticks due to a hip replacement, I was nearly mowed down by a cyclist doing just that. I did send photos of the many incidents to Cllr Cooper and his response was not as expected from a Cllr. It could have in fact been considered as offensive. 3. Beech Grove traffic is not heavy - please don't fix something that isn't broken. 4. During the LTN scheme traffic was displaced onto the very narrow Victoria Road 5. During the LTN scheme Lancaster Rd was visibly busier. 6. During the LTN scheme, traffic was displaced onto Cold Bath Rd that is simply not equipped to deal with higher volumes of vehicles and bear in mind that there is also an infants school on that road. 7. Introduce "FREE" electric hopper buses/park and ride to service to out of town residents who need to travel into the centre from suburban areas 8. Having recently returned from 3 days of working in Manchester I was impressed by the frequency of trams, charging 10p to travel around inner city areas - along with the free buses. Manchester has reduced its traffic problems, there was a lot of footfall in the town. No cyclists visible at all. Andy Burnham knows how to run a city! <p>We have an elderly population in Harrogate, they don't drive but they do take taxis to</p>	15/11/2022
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				<p>shop in town. Is it fair to make that taxi journey longer and more expensive for them?</p> <p>People are not going to cycle during winter - dark, short days. Cold weather and rain.</p> <p>We only have to look at the cycling scheme on Otley Rd - not working, dangerous and a waste of money.</p>	
Page 174		Queens Close		<p>Regarding the above. You asked for views as to which of the options would encourage me to walk or cycle more.</p> <p>The answer is an emphatic NONE.</p> <p>The reason being that they are inherently dangerous to pedestrians.</p> <p>What you are doing in creating shared cyclist/pedestrian routes is transferring risk to cyclists from vehicular traffic under current arrangements to a risk to pedestrians from cyclists under the proposed arrangements.</p> <p>To my mind this is extremely irresponsible, will result in injuries to pedestrians and inevitable claims against the Council from injured parties.</p> <p>I suspect ,from local reporting, that a substantial number of consultees may feel the same. I would ,therefore,request that,when the consultation results are made known (I trust that this will be the case) you reveal not only what the "preferred" option is but also the extent to which consultees oppose ALL options.</p> <p>I regularly use Otley Road and can say, in all honesty, the creation of shared cycle/pedestrian ways has discouraged me from walking.</p> <p>I live right in the middle of the area in question</p>	15/11/2022

				<p>Unfortunately Harrogate is not a great cycling town like York because of its topography The Otley Road section is not heavily used and it is very disjointed making it unsafe as no segregation of users between pedestrians and cyclists.</p> <p>The bottom section with the grammar school is going to make it difficult for it to be successful and well used particularly with all the existing junctions to Victoria Road, West End Avenue, Queens Road plus an existing pelican crossing.</p> <p>It seems a waste of public funds for little community benefit</p>	15/11/2022
				<p>Cycle routes...please.stop trying to make harrogate un attractive for motorists, its us that contribute the overwhelming money for the town to prosper..no one will ever do a typical shop on a bike, never mind the disabled</p>	15/11/2022
		St George's Avenue		<p>My preferred option would be to take no further action. Scrap the proposed extension as none of the 3 options is safe, logical, worthwhile or a wise spend of money. The disadvantages outweigh the advantages. I would be encouraged to walk more in that area if there was no further action. Squeezing in a cycle lane may benefit the occasional cyclist (but most seem to ignore the current installation and still cycle on the road anyway) but would be detrimental to residents and pedestrians so overall not worth it.</p>	16/11/2022

		<p>As a long-term resident of Harrogate and resident of Lancaster Road abutting Beech Grove, I would like to take this opportunity to condemn the waste in time and energy directed in seeking to please a well-resourced and vocerifourous minority.</p> <p>Harrogate is better off than most towns in certain respects. We have certainly have more aspirational middle-management living here than almost anywhere else. They are easy to spot. Generally, they cause the wider community no harm. "The Managers" conform to certain social typing familiar to anyone with a background in sociology (neo-liberal, self-directed, highly constructivist) and present in some circumstances a very unified "class". Being The Managers they natural assume certain truths to be self-evident. The usual truth being "we are right and you are wrong". This is hardly a new development for management, however there is an additional contemporary phenomenon that has evolved.</p> <p>Management has never previously needed to present a face to the public that answers the issue of moral judgement. This is now required from all sections of society. This is now done by "performing" (active demonstration of) your morality in some sort of public environment.</p> <p>For The Managers the opportunity to demonstrate their moral position is to adopt an absolutist attitude to the Active Travel proposals.</p> <p>For them supporting these proposals allow them to "perform" their moral position. Which naturally is one of superiority. The performativity is not actually about conclusions drawn from balanced judgement, but merely show of their validity of their class. The Managers need validation to be The Managers. This is how a non-diverse class of people communicate and define their class. Like climate-deniers or Trump supporters.</p> <p>Of course, no one doubts the benefits of more exercise, less traffic and safer environments. No-one doubts this. There is no case to be heard again these considerations. But these are real Public Health issues rather than moral issues. Public</p>	<p>16/11/2022</p>
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				<p>Health in this country improved enormously after it was taken away from those used to it to advance moral crusades</p> <p>The council could, if it was interested in a designed solution, merely reduce all traffic to 20 mile per hour zones. Reduce it everywhere. By now, this is a very well documented solution.</p> <p>This would: Lessen emissions yet improve traffic flow, massively reduce collisions with pedestrians and cyclists and allow a quieter, cleaner environment. All without a vast spend and turning localities from suburban in nature to urban in nature.</p> <p>This could be trialled at virtually no cost. Maybe it would work?</p> <p>But this won't do for The Managers. A designed solution like this would not allow them to perform their morality. Only their way will do.</p>	
				<p>Having read the Council website it has become apparent that the cycle path down Otley road between junctions of Cold bath and either Victoria road or Beach Grove is going ahead. Please may I ask why the council is not considering scrapping the scheme seeing how unpopular and impractical this is? Why is this not one of the options being considered?</p> <p>A minority of hard line cyclists want something that won't be used and will only add to the congestion in the local area, especially if one way traffic is introduced on one of the side roads, this will push more traffic into fewer roads. Please could you direct me to the relevant documentation that outlines the rationale for the scheme as a whole? I'm not sure how we got to this stage but all proposed options are poor ones, which is apparent to everyone involved, but is it a case of you will look to choose the best out of a bad bunch regardless?</p>	17/11/2022

				<p>The current installation is a disaster the current users who use the footpath ignore both speed limits and traffic lights we are waiting for an injury accident. there has been several close encounters, Harlow Moor Road/Otley Road being an example, waiting in the bus shelter at the Shepherd's Dog when the bus approaches stepping out to the curbside many cyclists coming over the brow of the hill come down at great speed expect others to make space for them. Electric scooters used illegally on the footway a similar hazard.. Any council that fells more trees on Otley Road for further widening had better not stand for election as you will never be elected again., people are already fed up with being side tracked for a few cyclists you will not see in wet weather.</p>	16/11/2022
	4	Beech Grove		<p>Current changes to Otley Road don't work. I use Otley Road (by car) and have never seen cyclists use the new cycle paths. This has been a monumental waste of public money. Option 1 looks like more of the same and I have no confidence it will work. Staff who produced the current change to Otley Road should not be allowed to have input to further changes; their judgement has already been proven to be flawed. Option 1 should be rejected. Shared footway cycleways are dangerous and should not even be proposed. Option 3 should be rejected. Option 2 has a significant impact on Victoria Road residents through the removal of parking spaces. This needs to be reconsidered. The pavement on the east side of Victoria Road could be removed. Option 2 could work if modified. Beech Grove: one way would significantly impact residents and lead to unnecessary extra travel (therefore carbon) if the many flat dwellers in Beech Grove wanted to travel north. It would also encourage speeding. Option 5 should be rejected. Option 4: experience with the recent trial shows that because of less traffic, speeding of cyclists and motorists can be a problem. A speed limit (even for cyclists) should be implemented. Also, the junction with West Park needs to be changed to allow cars wanting to travel south to cross West Park to get into Victoria Road. Otherwise, cars from Beech Grove are forced down West Park and into the congestion of the town centre, thus adding to pollution.</p>	17/11/2022

3	5			<p>The maps provided are illegible, very poor resolution. Went online to view and information is not available. 'Scheme progress' on website has last update as 28th Jan 22! I live near the 'completed' phase 1 of this scheme which is rarely used. I have not seen a single cyclist use it. I do not think schemes should be forced onto existing areas/infrastructure where it is clearly not feasible. Funds should be prioritised to ensure the quality of roads and pavements is high (Pannal Ash Road). It is also very frustrating to see new housing developments approved by the council where no cycle routes are included?</p>	11/11/2022
				<p>My husband has used the first phase of the cycle lane up Otley Road and finds the weaving on and off the road dangerous. Equally, I was nearly hit by a speeding cyclist on the pavement recently. We both feel Otley Road or its side roads do not lend themselves for cycle lane creation. If people wish to cycle, they can use the roads, as they always have done. People should be encouraged to walk or cycle into/around town where possible, we all do and both children always walk to school. Please divert the budget for this scheme into road repairs; Green Lane and Harlow Avenue are a disgrace.</p>	11/11/2022

<p>1/2</p>	<p>4</p>	<p>Huntcliffe Court</p>		<p>Option 1 – needs parallel crossing of Otley Road near Beech Grove. Option 2 – needs a priority crossing of West End Avenue & Park Avenue Option 3 – not direct. Fails cyclists who want to continue further down Otley Road. Non-compliant with paragraph 6.5.4 LTN 1/20 (shared use is a last resort in urban areas). Option 4 – we know this cuts out volume and speed of traffic. Option 5 – This does not provide benefits. It would not be fit for 8–80-year-olds as specified in summary principle 1 of LTN 1/20. Cycle infrastructure can either provide physical protection or use modal filters (summary principle 3). Option 5 does neither. Option 5 is a cosmetic intervention that does nothing for active travel (summary principle 7). We need a connected route Otley Road > Beech Grove > Victoria Road > Station Parade (see summary principle 6). Option 5 represents a broken link on Beech Grove. The min. width of a cycle lane is 2m. The absolute min. at constraints is 1.5m (short distances) – table 5.2 LTN 1/20. You have not specified a width for the cycle lane but given the available width it would be less than the absolute min. Cycle lanes less than 1.5m wide should not be used (paragraph 6.4.3 LTN 1/20). Option 5 should not have been presented in this consultation because it has no active travel benefits and fails to meet modern standards in LTN 1/20. An appropriate 2nd option for Beech Grove would be to remove the parking and put in a physically protected bi-directional cycle track. You would need to know the speed and volume of traffic and consult fig. 4.1 of LTN 1/20 to know if light segregation or kerb protection is appropriate. I have already replied on behalf of HDCA. This is my personal response.</p>	
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			<p>I live in the Pannal Ash area of Harrogate, these roads are my walking and driving route into the town centre and beyond so I am very familiar with them. I appreciate being sent a letter and diagrams of the new plans, but am appalled at the quality, they were barely legible. I also understand many people even closer to the scheme did not receive letters at all. This poor communication does nothing to help your case and you must do better in future.</p> <p>To be clear I do not support any element of any of the schemes and am very unhappy at the way the cycle route has been built further up Otley Road. It is unsightly and unsafe for cyclists and pedestrians and it would be vandalism to repeat this further down the road, not to mention probably lethal.</p> <p>My observations are</p> <p>Beech Grove never has been a busy road, it must be one of the quietest roads near the town centre and perfectly safe for all road users and pedestrians. The pavement is wide and protected by grass verges and the road is very quiet. It does not need to be restricted in any way with another barrier or a one way system. The previous closure made Otley Road to the roundabout much busier and funnelled vehicles down onto the very busy roundabout making it more dangerous for cyclists, and pedestrians trying to cross.</p> <p>Queens road has a steep gradient, narrow footpaths, a lot of on street car parking and many driveways. Residents already have great difficulty entering and exiting their driveways and adding cycles to the pavement is a sure way to encourage accidents, how can a driver safely get from drive to road with bikes passing quickly by? Pedestrians would</p>	17/11/2022
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be unsafe, the pavement isn't wide enough, it is very close to the Grammar School. It is entirely unsuitable for your proposals. Diverting further traffic up this road by restricting access to surrounding roads will cause even worse congestion, the parking and traffic already make it impassable during busy times.

Victoria Road residents are already extremely afraid of accidents occurring because of the extra traffic that used this road during the previous experiment. I have been confronted by cars mounting the pavements at speed twice. Had I been older and slower I would have been hit. Again residents and visitors would suffer by losing parking, a one way system which would cause great inconvenience and again increased and speeding traffic. This was a previously quiet road which you have forced a dangerous level of traffic onto, where is the safety audit of this?

Cold Bath Road, which isn't even considered in your plans, has also seen an increase in traffic trying to avoid the previous experiment. I believe the Headteacher of the primary school has expressed concern about the level of traffic and pollution. This already busy road became a nightmare to negotiate and bore the brunt of the disruption from blocking Beech Grove. It is not acceptable to fiddle with a few roads without considering the consequences for surrounding communities.

Otley Road has been vandalised in my opinion as a result of phase one, and for what? At busy school times it is impossible to avoid groups of students on foot, trying to fit a cycle lane into this space is a recipe for disaster. It just won't work, it's not wanted and the space is unsuitable. There appears to be a problem with the width of the pavement outside the terrace of houses near the Stray. Because of this short stretch you are considering creating enormous disturbance to surrounding roads. Don't do it, it's not worth it.

	5	Beech Grove Court		<p>Two days ago, on Tuesday 15 November, I received a letter regarding Otley Road and Beech Grove Active Travel Improvement Schemes, dated 08 November 2022. I was very disappointed with its late dispatch by you, for reasons unknown, because I had had no notice of the Meet the Designer event which was held on Friday 11 November at Harrogate Civic Centre. If I had known about it, I would have attended. Why was I not told earlier? It makes a nonsense of "consultation". I have spoken to other owners of flats in this particular apartment block and they all say they received the letter on last Tuesday.</p> <p style="text-align: center;">They, like me, are not happy.</p> <p>I also have considerable difficulty in trying to work out the alternative schemes because there is no reference to each on the document supplied; in any event, the writing is so small that it is virtually impossible to read. Again, it makes a nonsense of "consultation".</p> <p>I also have a problem with option 4 (Beech Grove options) with the use of the term "modal filters". Does that mean the return of the barriers preventing vehicle traffic going on to the junction with Otley Road, or turning left onto Lancaster Road? If so, I would strongly object to the restoration of that barrier because it caused no end of inconvenience to local residents. Overlooking Beech Grove, very few cyclists use it and, frankly, I know of nobody in this apartment block who supported it. Why make life difficult for those who live in this immediate area?</p> <p>I cannot comment on options 1, 2 and 3 because I do not know what they mean, because of the lack of meaningful and readily understood information. All I can say is that regarding option 5, (one-way arrangements on Beech Grove and Victoria Road), that would be by far the better one for local users.</p> <p>I am just one council tax payer, and given the record so far in this consultation, I am extremely pessimistic about any response.</p>	17/11/2022

			<p>You have not made this an easy consultation to respond to.</p> <p>I will comment first on the Otley Road, phase 1 cycleway, that is complete. Please learn from the Otley Road failure. Please do not do such a half-hearted job on future proposals.</p> <p>I have cycled this a number of times, and today I took a couple of friends with me.</p> <p>We cannot see that this cycleway helps anybody. It is far too complicated, with constantly changing situations. It is like a bad dream, repeatedly throwing different annoying situations at you. This section needs to be ripped up and done away with. Yes, it really is that bad.</p> <p>It needed to be the same from end to end, it needed to all be wider, it needed to make it obvious where and how cyclists should cross roads turning off Otley Road.</p> <p>It should have involved removal of many trees. It should have involved purchasing a strip of many front gardens in order to widen the total highway.</p> <p>It should have involved narrowing the carriageway, in order to control motor traffic better.</p> <p>Otley Road would very much benefit from being part of the Twenty is Plenty scheme that should be introduced for all built up areas in the County.</p> <p>Please do not do such a half-hearted job on future proposals.</p> <p>commenting on Option 1 for phase 2</p>	21/11/2022
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Please don't do this. It is an abomination.

It is too complicated.

It breaks up the cycle route at every side turning. We should give priority to non motorised traffic.

We need a cycle route for the whole length, not various bits hotchpotched together.

Segregating cycles into a narrow strip with pedestrians alongside is not good and goes against national thinking.

And the cycle sections are too narrow.

phase 2 option 2

Victoria Road

This might be useful to some cyclists, but it doesn't help me to cycle from Beckwithshaw to Knaresborough.

Option 3 Phase 2 Queens Road Lancaster Road

Pleased to see the shared pavement is to be 3 metres wide. Do not reduce that width.
Pleased to see that pedestrians and cyclists are not to be segregated by a white line (that doesn't work).

Not happy with the narrow lanes shown Green, where cyclists join the carriageway and/or join the footway. These short joining lanes are too narrow and would present a danger of being hit by passing motor traffic.

And like Victoria Road, it is a useful idea but wouldn't help me cycling from Beckwithshaw to Knaresborough.

phase 2 option 4 Beech Road, Victoria Road

I like the 'modal filter' carriageway restrictions. When cycling or driving I find these are good.

The proposed Junction of Victoria Road, off Otley Road, is not good, in fact it is very bad. Cyclists would have to slow down a lot, to give way to cars turning off Otley Road. Cyclists would use the road instead.

Phase 2 option 5

Beech Grove one way

This option has some merit, but not as it is drawn.

The contraflow cycle lane is too narrow. Combined with cars going fast because it is one way, this would be dangerous. Just one parked car opening it's door and the fast car would be across and into bikes using the contraflow.

				<p>To do the job properly you simply have to remove the strip of grass between the footway and the carriageway. This would give a good width for a cycle lane. Then if the car lane was narrowed the speeds would be lower.</p> <p>Also the car parking should be extended to almost the full length of the road, including opposite side roads. This would provide extra parking and help to keep car speeds down.</p> <p>This free car parking is good. It persuades many drivers and passengers to get a little exercise walking from here to the shops and offices.</p>	
				<p>The scheme should not be extended any further (see comments). If as suspected, you go ahead regardless of feedback then option 3 is the least worst.</p>	

3 Page 188		Park Road	<p>The scheme should not be extended any further (see comments). If as suspected, you go ahead regardless of feedback then option 3 is the least worst.</p> <p>Neither option 4 or 5 is acceptable. Options 4 is the least worst option.</p> <p>My wife and I are residents of 2 Park Road. A minimum of twice a week we walk to our gym on Cardale Park along Otley Road. We leave at 8:30am and return at 10:30am each Monday and Friday. On other occasions we walk further to Harlow Carr where we are members of the RHS. Our observations therefore are based on significant qualitative observations of the current Otley Road scheme.</p> <p>The current Otley Road phase one cycle way is not fit for purpose and therefore cannot achieve the state objectives of encouraging the take up of walking and cycling. Extending a failed scheme is a waste of public funds and the economic disruption caused by its implementation unacceptable. I would expect that any post implementation review of the phase one scheme will clearly demonstrate that failure.</p> <p style="text-align: center;">NPIF Options</p> <ol style="list-style-type: none"> 1. The existing footpaths are too narrow to be shared between pedestrians and cyclists. Both pedestrians and cyclists are being exposed to unacceptable safety risks. <ol style="list-style-type: none"> a. Any couple walking two abreast fills the path. b. Mothers with a pushchair and toddler alongside, often observed, fill the path. c. Owners walking their pets fill the space. d. Once a week rubbish/recycling bins left on the pavement, sometimes randomly once emptied, reduce the width of the shared space. e. During the autumn the significant volume of fallen leaves reduce the shared space even further. 	
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f. There are a number of bus stops on Otley Road often with groups of people, many elderly, standing on the pavement. This creates a potential congestion point of pedestrians and cyclists trying to squeeze past.

g. The shared space is so narrow that the scheme designers were not able to clearly delineate the space as happens elsewhere for obvious safety reasons. The marked cycleway icons are squeezed in.

2. I would estimate that over 80% of cyclists are actively avoiding the shared footpaths and remaining on the highway. This will continue to happen with any scheme extension.

3. The significant volume of school children who use the Otley Road footpaths reach four major schools (Harrogate Grammar, Rossett, Ashville and Western Primary) render the cycleway unusable at peak times, twice per day. Surely this is when it would be most expected to fulfil its stated purposed.

4. A combination of points 1a to 1d can make the footpath dangerous to pedestrians, the opposite of what should be expected, when the occasional bicycle that has attempted to use the shared space comes from behind and needs to swerve to get past. This recently happened to us.

5. Whatever happens a shared cycle way must not be extended along Otley Road beyond Queens Road.

Beech Grove Options

Your objectives for this scheme proposal are unclear to us from your correspondence so our feedback is based on the impact of the scheme that we believe will be overwhelmingly negative to residents of our local area.

We walk extensively along Beech Grove, Victoria Road, Lancaster Road and Queens Road.

We drive along Victoria Road but only ever in a southerly direction.

We cannot see any benefits to option 4 or 5 other than to the residents of Victoria Road. The current free flow of traffic should be maintained. Forcing the traffic flow as proposed will cause unexpected consequences to residents and the environment.

1. Cold Bath Road, Victoria Road or Beech Grove present the only south bound route options to the west of the town centre when travelling from the north part of town. The alternative is a peripheral route that skirts the east of the town centre. This easterly route is longer and significantly slower due to congestion and multiple sets of traffic lights.
2. Reducing the south bound options to the west of town, i.e. by making Victoria Road north bound only will make Cold Bath Road in particular more congested.
3. Cold Bath Road is already severely congested and this is a particular problem to children and parents at Western Primary school.
4. As mentioned, when driving, we only ever use Victoria Road to travel in a southerly direction. At Otley Road we make a safe left turn and then a right turn into Park Avenue to access Park Road. A personal concern is that if we are forced to use Beech Grove, to avoid the congested Cold Bath Road, we will now be faced with a more difficult right hand turn followed immediately by a left turn onto Park Avenue. Many other local residents will also have to make this more difficult and therefore dangerous turn.

		Harlow Chase		<p>I am unable to make my choice on your surevy of the changes to Otley Road/Beech Groce, Harrowgate as I don't consider any of them as improvements. I live on Otley Road, and walk into Harrogate Town Centre most days; rarely do I see a cyclist on the cycle path. In fact, most cyclists still use the road as I expect they consider it safer. The experient over the past year of closing the Otley Road end of Beech Grove to through traffic has been a flop. The traffic didn't disappear; it was simply displaced - mainly to Cold Bath Road. Cold Bath Road is busy; it has a primary school and shops on it and a regular bus service going down it. During the closure of Beech Groce as a thoroughfare, Cold Bath Road became dangerously busy making it perilous to cross. I cannot support a traffic scheme that benefits a few cyclists whilst putting at risk all other road users and pedestrians. I think you should re-think this scheme.</p>	21/11/2022
2	5	Pannal Ash Grove		<p>The mistakes made of phase 1 must be avoided especially shared pavement cyclist/pedestrian - the width is too narrow, Victoria Road is the best option.</p>	21/11/2022

		Harlow Oval		<p>As a local resident I would like to give my views on the above scheme.</p> <p>First of all, the information that you sent out by post on 19th October is woefully inadequate. I have good eyesight and a background as a chartered surveyor, so have plenty of experience interpreting plans and yet I could barely make head-nor-tail of the plans that you sent out. The copy quality is very poor and the scale too small. You should have included a text description of each scheme and larger scale plans.</p> <p>I have looked at the plans online as well, however I suspect older residents will struggle to do this,. The link that you provided in the letter does not include a direct link to the specific options, this is simply not good enough & certainly gives the impression that you don't want to receive residents views at all.</p> <p>Given the poor quality information, I am unable to clearly see which scheme I find most acceptable so will instead give my opinion in a concise list. Please bear in mind that I am a long term resident of Harrogate, I have 2 daughters at HGS, I live on Harlow Oval and so am effected by these changes on a daily basis.</p> <p>I drive a car, I also walk every day (as do my daughters) and I run for fitness along this route 3 times per week. I do not cycle, however have a keen interest in cycle paths due to the effect they have on me as a pedestrian.</p> <p>1. The junction improvements that you made during phase 1 between Otley Rd & Harlow Moor Road are great. They have improved traffic flow considerable and make the junction feel safer for all users.</p>	21/11/2022
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2. The placement of the Cycle Path on the pavement on Otley Road feels extremely dangerous indeed (for pedestrians) and is rarely used by cyclists. I live at 1 Harlow Oval so have very high usage of the Harlow Oval/ Otley road junction.

3. Do not support any road closures at all on Victoria Road/ Beech Grove. During the time that the experimental road closures were in place, the additional pressure on Otley Road/ Prince of Wales Roundabout was phenomenal. Furthermore, the traffic from Beech Road was merely moved across to Victoria Road & Cold Bath Road. My youngest daughter was at Western School at the time (on Cold Bath Road) and the traffic seemed much worse than in previous years (even allowing for Covid Lockdowns) The junction at Queens Road/ Cold Bath Road in particular is a cause for concern when primary aged Children are trying to cross the road. This junction feels much quieter when traffic is permitted to travel down Beech Road in both directions.

4. As a pedestrian, the existing walk along Beech Road or across west park stray is entirely acceptable. No alterations are required.

5. As a cyclist, why on earth are you not simply putting a 2 way cycle path right across the West park stray, to run in parallel with the existing footpath? I am aware that taking up space on the stray requires changes to bylaws and you may have to find elsewhere to "give back" to the stray, however SURELY this is the sensible & modern option? If you were to find land to "give back" to the stray, I would suggest removing the central car parking spaces on Victoria Avenue & returning them back to stray land/gardens as they

were originally built. You could then leave the roads exactly as they are. I cannot fathom how this isn't the obvious & cheapest option for all involved?

6. Out of the uninspired alternative scheme versions that you have provided, whilst I do not support any of them, the least awful in my opinion would be to make Beech Road & Victoria each one way (in opposite directions) to allow for a cycle path along Beech Road.

7. The proposal to have Queens Road as a cycle way is ridiculous- it's an unnecessary & fairly steep hill in both directions!

				<p>I attended the stakeholder session, held at the Civic Centre, on 11th November, and I also live very close to the Otley Road and see the daily ebb and flow of traffic. Before commenting on the options presented the following are some general comments about the scheme as a whole.</p> <p>1. Still no overall view of the cycle path. Phase 3 not even mentioned. It is appreciated that this consultation was in relation to Phase 2, but it would have been helpful if the whole scheme had been addressed in some manner. By being presented with the scheme in bits and pieces it is hard to provide constructive comments without seeing the whole picture.</p> <p>2. These options show that more green landscape will be lost for very little gain. All very well arguing that `the end justifies the means` but for a so called `green solution` one of the most pleasant routes into and out of Harrogate is being spoiled. At the session it proved very difficult to get precise details on how much green landscape would be lost, and the proposals shows that yet another tree is likely to be cut down. We are supposedly in a climate crisis, yet with every phase we lose yet more green landscape.</p> <p>3. A number of people at the consultation made the point that everything seemed to be biased towards cyclists with no real improved benefits for pedestrians. When confronted with this fact both WSP and NYCC`s argument seemed to be that it will all come right in</p>	21/11/2022
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the future when the whole scale of the Harrogate active travel network becomes apparent. In addition when NYCC spoke about the future one got the impression that they were talking about many years ahead, not the next couple of years, or dealing with the immediate traffic congestion.

4. Lots of people raised the point concerning the costs/benefits of the scheme, to which there was no real answer forthcoming. It continues to amaze that so much money is being spent without any cost/benefit analysis. Whatever the solutions for Phases 2 (& 3), Phase 1 will always be a `choke` point because a high percentage of this section is shared between pedestrians and cyclists.

5. Nothing that I saw or heard at the 11th November session convinces one that this scheme will deliver a modal shift in cycle usage. NYCC spoke about public transport being part of the equation, but the point was made that their own recent draft infrastructure document specified that there would be no new bus services until the key sites on the Otley Road had been completed. This could take 10-15 years. So the Otley Road scheme seems to be the only show in town when it comes to mitigation, which is unlikely to prove effective given that the equivalent of a small town is being proposed for the western side of Harrogate. It is well known that the Otley Road is currently operating at or above capacity.

6. Listening to various conversations it is obvious that there is a lot of dissatisfaction with the whole scheme. I did not hear a single comment really supportive of what is going on. Even the cycling groups seems to be very luke warm about the whole project, feeling that it was a poor choice for such a high profile scheme.

7. The point was made with both WSP and NYCC that they have not got a narrative that

really sells this scheme. As things stand nothing that has been presented so far convinces people that they have a solution to the existing, acknowledged, traffic problems. If NYCC really believe that the scheme is a solution then they ought to present their arguments more effectively than they have so far. The "it will all come right in the future" argument just does not cut it.

In looking at the options that are being presented the following are my comments:

NPIF Options

1. The existing proposal for Phase 2 along the Otley Road will only compound the `choke point` problems since the section between Victoria Road and Beech Grove, on the north side, is very narrow when coming down. Also, there appears to be a small section which will be shared between cyclists and pedestrians which will only further exacerbate freedom of travel. In addition yet more green landscape will be lost along the Otley Road. The Stray Slips swap was for a piece of land close to the hospital that everyone believed was already part of the Stray. So nothing was gained.
2. Of the three NPIF options this is probably the least worst but the following needs to be noted:
 - It is a relatively narrow residential road with all houses facing onto the top end of Beech Grove having garage access onto Victoria Road. The cycle path is proposed to be on that side of Victoria Road so reversing out of your garage will prove even more difficult.
 - There is a terrace of cottages facing Otley Road between Victoria Road and Beech Grove. It is my understanding that the only parking these have is on Victoria Road, but according to the scheme proposals parking is to be totally removed from this length of road so where are they going to park? There are other properties along this length of Victoria Road which have to rely on on-road parking. It's no use saying park on adjacent roads as most of the big house in the area have been turned into flats that require on road parking.

- Many of the big houses on Beech Grove have old coach houses that have access onto Victoria Road and have or are in the process of being converted into residential properties so more car movement will be generated.
- There are 32 flats in total at Duchy Court, 24 of which have vehicular access to the car park and garages. The car park serves the whole development and the other 8 flats do make use of it. Under the proposals because Victoria Road will be one way towards Lancaster Road they will have to travel down Victoria Road, turn left into Lancaster Road, then left again into Queens Road, left onto Otley Road, then left again into Victoria Road to be able to gain car park access. Is this what is intended?

3. Given that this route will be a repetition of Phase 1 with a substantial degree of sharing between cyclists and pedestrians, then it does not provide a feasible option. It will also take people away from Beech Grove. There appears to be no merit whatsoever with this option.

Beech Grove Options

4. If Beech Grove is to be used then modal filters make sense. But as far as one way traffic on Victoria Road is concerned then see the comments above.

5. I walk along Beech Grove on a regular basis. It is a road with light traffic and cyclists seem to co-exist with motorists without any great difficulty. Why make it one way? If parking is to be eliminated, then why not do it here. That way there will be sufficient space for both cyclists and motorists. Stick to the original proposal for Phase 2 and then go along Beech Grove towards Victoria Avenue. It is unlikely to solve any traffic problems because of its narrowness, but it has the merit of being fairly direct, avoiding the zigzagging of

going along Victoria Road, back onto Lancaster Road and then onto Beech Grove.

Frankly none of the above options come over as a solution to the traffic problems that currently exist. The overall scheme is already compromised by Phase 1, so whatever the option chosen for Phase 2 there is unlikely to be a modal shift towards cycling, because of the bits and pieces nature of the overall scheme. What are being proposed are options without any real merit. Nobody that I have spoken to is really convinced that this cycle scheme will in any way deliver a substantial traffic mitigation, or will in any way encourage many hundreds of new cyclists.

One thing that was not made clear at the stakeholder session was the matter of feedback. Is it the intention of NYCC to provide a summary of comments submitted in relation to these options?

3	4	Harlow Crescent		Option 4 for Beech Grove created a pleasant walking/cycling environment and avoided the rat run feel. Option 3 encourages cyclists away from Otley Road and into a safer area. Option 1 is not preferable due to removal of another tree from the road.	22/11/2022
		Otley Road		Leave it as it is. I'm 89 and walk if I can. I am concerned about other vehicles etc. on pavement (electric carts buggys etc, runners trailing shoes, bicycles). These are all nearly silent. There are many pedestrians in and around Otley Road disabled to a greater or lesser extent and will be finding cycles etc. on pavements worrying and maybe frightening. It is very necessary to be watching where we put our feet as the pavements are uneven across Harrowgate - worsened by service modification trenches etc. so not aware of other traffic. The key to the plans is too small to read even with a hand lens.	22/11/2022

1/2	4	Pannal Ash Road		<p>I am writing in response to the Otley Road and Beech Grove consultation letter of 19th October. I am a resident of Pannal Ash Road in Harrogate. I am absolutely in support of improvements in infrastructure that benefit active travel. I have two young children, and we a family of cyclists, but many times I do not chose to cycle with the children, and so make journeys in the car, simply because the roads are not safe enough, and there are very few proper cycle routes in Harrogate. I believe that Harrogate could be a leading cycling town, with the correct thought put into safe, dedicated cycle lanes. This would massively benefit its citizens, and make it a much more attractive destination for visitors. I do not consider painted-on cycle lanes with no physical barrier between traffic and cyclist as being safe at all, and would not use them with the children. Thus I do not support option 5 for Beech Grove, and do not think it should be put forward as an improvement for safety of cyclists. I was very disappointed when the modal filters on Beech Grove were removed. It was a real step backwards in terms of safety. I absolutely support their replacement under Option 4 in your consultation.</p> <p>I support option 1 for the Otley Road cycle way, with the route joining Beech Grove via Victoria Rd. and Lancaster Rd. In addition, I would like to see a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings at the mouths of Park Avenue and West End Avenue. These would make the Otley Rd cycleway much more functional. I do not support option 3 - Queen's Rd.</p> <p>In summary, I support option 4, with modal filters on Beech Grove, and options 1&2 for the Otley Cycle way. I would like to see additional crossings for bikes at the end of West End Avenue and Park Avenue and across Otley Road at the end of Beech Grove. These changes would encourage me to make more short journeys on my own and with the children on our bikes. It would lead to fewer car journeys for us.</p>	22/11/22

1/2	4			<p>1) Beech Grove I support Option 1 (modal filters on Beech Grove and Lancaster Road). I do not support Option 2, which would have no benefit for walking or cycling.</p> <p>Otley Road I support Option 1 as modified by Option 2 (reaching Beech Grove via Victoria Road and Lancaster Road), but I would like there to be a parallel crossing of Otley Road near its junction with Beech Grove, and priority cycle crossings of the mouths of Park Avenue and West End Avenue.</p> <p>I do not support Option 3 (Queens Road).</p>	22/11/2022
				<p>1)The proposals would not ensure the sustainable travel infrastructure wished for as demonstrated glaringly by the Otley Road Cycleway failure.</p> <p>2)The installations of moduls on Beech Grove wasn't taken up by cyclists as intended and indeed was causative and exacerbated the 'rat run' problem.</p> <p>3)The proposals will add more havoc,congestion and disruption.</p> <p>4)Harrogate infrastructure is deteriorating and will continue to do so,blighted by the ongoing expansion of the town.</p> <p>5)Needless to say I do not agree with or support any of the proposals.</p>	22/11/22
				Unable to comment as much of the writing is unreadable.	23/11/2022

		Byron Court		<p>I refer to your letter dated 8th November 2022 which I received on 16th November. In this, you tell me there will be a 'Meet the Designer Event' on 11th November. I would have attended this event as I do not understand or agree with the options you list. The illustrations enclosed with your letter are not clear and the print is almost impossible to read.</p> <p>My main concern is that Beech Grove (alongside the Stray) allows access onto and from Otley Road. Otherwise in travelling south one has to go through the town centre or use Cold Bath Road both routes which are over used and congested. An option would be to put traffic lights at the West Park end of Beech Grove to provide access onto Victoria Avenue.</p> <p>I do not believe we have been properly consulted. Even allowing for normal postal delivery your letter would have arrived too late to enable us to attend ' the event'.</p>	24/11/2022
				<p>I, along with some others residents in the area who were fortunate enough to receive an invitation from Area 6 Boroughbridge, attended the Event at Harrogate Civic Centre on Friday 11 November to hear views about the second phase of the Otley Road cycle route. Once again as appears to be the norm, it was very badly publicised. I found the proforma handed out at the meeting too restrictive and as usual your ability to respond was steered in particular directions which would ultimately skew the outcome of the consultation. I have therefore decided to respond in the form below.</p> <p style="text-align: center;">GENERAL SUMMARY</p> <p>The consultation was a waste of time and as a result the team at Area 6 is losing even more credibility. Quite rightly at the Event we accused the council and WSP staff present of consistently ignoring our views. The lasting impression it has given many of us is that the people involved from or with Area 6 just have no understanding of the area and how we live.</p> <p>We made it absolutely clear we didn't think any of the three options put forward were</p>	24/11/2022

practical and called for the scheme to be scrapped. The whole scheme is severely compromised and all it does is shift the problem to adjacent streets. It will do nothing whatsoever to mitigate the traffic on the Otley Road, which is how the scheme was justified in the first place. It will have a lasting impact on the lives, traffic and the environment for everyone in the area. It will affect the balance of the ecology along Otley Road - we already have rainwater running down the road like a fast flowing stream during periods of heavy rain. In this respect we the local residents will vigorously oppose the felling of any further trees as part of this or any scheme. It will seriously impact on the visual quality of one of the most magnificent avenues of trees along a road into or out of Harrogate. There is in fact no good solution and even the cycling lobby are unhappy with it, using the argument that it is "better than nothing" when challenged. Surely you must know by now that people are just NOT going to cycle, yet NYCC persists with these inane schemes.

As someone said on the evening though, it is all about cycling and nothing else. Cycling will only ever form a small part of an overall solution, no matter how good the proposals. The Otley Road scheme is severely flawed and if anything it offers cover to HBC/NYCC, who can claim to be doing something whilst in reality the whole traffic situation gets worse, and pedestrians see no improvements. Whilst a lot of people in the area already walk one immediate improvement would be to ensure all the footpaths are resurfaced to a good standard. At the present time they are a patchwork quilt with very uneven surfaces as a result of intervention by the utilities and poor repairs or maintenance.

There is no evidence that the whole of this project is inclusive. As I have said for some time it requires a solution which addresses all forms of transport including pedestrians and which have been largely ignored - not just the interest of fractional groups.

A reliable good quality bus service along the Otley Road would encourage a much wider sector of the community to leave their cars at home. A cycleway only caters with respect,

for a select group and discriminates against the majority of people who cannot or who do not wish to cycle for one reason or another. There is the potential for such a bus service to form part of a future park and ride scheme to encourage those who commute from outside Harrogate along the Otley Road to use it.

Area 6 and NYCC ignore the fact that the town was built so long ago and is of such architectural character and layout that fitting these type of alterations, just isn't feasible. I am led to believe a major problem for the Area 6 is the narrowness of Otley Road and nearby streets that could be affected, such as Beech Grove and Victoria Road which makes it difficult to introduce cycle lanes wide enough to meet current design standards without imposing traffic restrictions, such as one-way systems and model filters.

Indeed, as Melisa Burnham herself has admitted to the media "Otley Road is incredibly constrained and we are trying hard to find the right way forward." However, there seems to be a general consensus running now that NYCC will spend the money and be damned, because you have it to spend and will then rehash the whole thing later if it proves another unmitigated disaster.

Once again with NYCC it is a matter of putting the cart before the horse just because you have the funding and have to spend it - all to prove your point. Your sole aim seems to be "have money must spend for the sake of it". What a total waste of money and how utterly pathetic and obstinate this is.

DISCUSSION ON OPTIONS PRESENTED

Whilst not supporting any of the Options my specific comments on each one presented at the event are as follows:

NPIF OPTION 1

As Melisa Burnham has at long last admitted Otley Road is incredibly constrained for a cycleway. Has she only just realised this? In order for this option to work with all it's

weaknesses, it alters and restricts traffic flows on Victoria Road and Beech Grove. NYCC certainly haven't considered all the implications. It will without doubt just shift the traffic problem and associated increase in noise pollution to other nearby areas.

Access to and egress from the car park to our flat is off Victoria Road and to reach the same point on Otley Road at the southern end of Victoria Road will under this Option require us to travel 24 times the distance we currently do because of a one way system and model filters. Multiply this by the 32 flats at Duchy Court along with other immediate properties in the vicinity and this will all add to the congestion and pollution problems on surrounding roads. Where is the sense in this!!!

Until the event on 11 November no details have ever been published on how a proposed cycle route would be integrated into the northern end of Beech Grove up to the junction with West Park Road. Dating back to early 2021 I suggested then to Area 6 to maintain a two way traffic flow along the length of Beech Grove from West Park Road up to its junction with the short link from Victoria Road between Byron Court and Wentworth Court. This follows the existing arrangement which was adopted by the experiment to maintain the current flow of traffic from the Crown roundabout into the town centre. At this time I also suggested making the remaining length of Beech Grove one way from this point up to the junction with Otley Road to create in theory one big anti-clockwise "roundabout" around the perimeter of West Park Stray.

The length of Beech Grove from West Park Road up to its junction with the short link from Victoria Road between Byron Court and Wentworth Court. now suddenly appears to be

restricted to a one way traffic flow in the direction of Otley Road. This will severely restrict traffic coming up Victoria Road from the Crown roundabout and travelling into town. This traffic will have no alternative but to travel along Kings Road and approach the town centre from the Station Gateway direction, an area where you are trying to reduce congestion.

NPIF OPTION 2

Those who live off Victoria Road or have vehicular access off it including ourselves will vigorously oppose this Option.

It is a narrow residential road with all houses facing onto the top end of Beech Grove having garage access off Victoria Road. The cycle path is proposed to be on that side of Victoria Road so imagine trying to reverse out of your garage!!!

There is a terrace of cottages facing Otley Road between Victoria Road and Beech Grove. The only parking these properties have is on Victoria Road and according to the scheme proposals, parking is to be totally removed from this length of road. So where are they going to park? There are other properties along this length of Victoria Road which have to rely on on-road parking. It's no use saying park on adjacent roads as most of the big house in the area have been turned into flats and require on road parking.

Many of the big houses on Beech Grove have old coach houses that have vehicular access onto Victoria Road and have or are in the process of being converted into residential properties so more car movement will be generated.

There are 32 flats in total at Duchy Court, 24 of which have vehicular access to the car park and garages. The car park serves the whole development and the other 8 flats facing Victoria Road do make use of it on a regular basis. Under the proposals because Victoria Road will be one way towards Lancaster Road they will have to travel down Victoria Road,

turn left into Lancaster Road, then left again into Queens Road, left onto Otley Road, then left again into Victoria Road to be able to gain access to our car park. What a fiasco!!! From my specific comments on Option 2, Area 6 and your Consultants, WSP, obviously once again have demonstrated they just don't know the area.

NPIF Option 3

This Option relies totally on a shared use footway and cycleway along Queens Road and Lancaster Road which I am sure both pedestrians cyclists and local residents will oppose on safety grounds alone. Both these roads are populated mainly by flats converted from the elegant Victorian houses and most residents therefore require on street parking. This could quite easily turn a pleasant residential area into an overcrowded thoroughfare in more ways than one.

The only benefit to us at Duchy Court would be the ability to turn right at the northern junction of Victoria Road and Lancaster Road and then right again at Beech Grove up to the Otley Road. Slightly shorter than the detour in Option 1 to reach Otley Road but still shifting traffic onto adjacent roads.

BEECH GROVE OPTION 4

Model filters on Beech Grove formed part of the experiment introduced in 2021 for a period of 18 months and Area 6 are fully aware of the problems this caused in the area. Traffic has flowed much easier since they were removed and cyclists safely integrate with local traffic. All this experiment achieved was to shift traffic to adjacent roads and cause confusion. The number of cyclists using Beech Grove was highly noticeable by their lack of numbers.

Making Victoria Road one-way will only create the problems described in the first two paragraph of my comments on NPIF Option 1 above.

BEECH GROVE OPTION 5

My comments relating to Beech Grove as set out in NPIF Options 1 and 2 are relevant to

this Option.

In terms of safety for cyclists this contraflow option would be safer than the system that existed during the 18 month trial period. Then, cyclists had to contend with a two way traffic flow, parked cars and traffic carrying out three point turns when exiting from parking bays because of the modal filter near the junction with Lancaster Road which effectively made Beech Grove a cul-de-sac. As far as I am aware, there were no comments from the cyclist on safety during that period which ended in August.

CONCLUSION

The congestion problem in Harrogate must certainly be addressed but quite rightly, we must understand that no one group or lobby especially as it appears at the moment, will have the perfect solution. And then, there are the ever increasing levels of new housing developments in Harrogate particularly on the Western side of town and specifically Otley Road which further adds to the congestion equation.

As I have said before on the Gateway Project, rather than coming to the conclusion that we are being manipulated, Area 6 and NYCC, would have our support if you respected the will of LOCAL residents and made the sensible decision to cancel the project. You would not look stupid in our eyes and we would have far more respect for NYCC despite knowing the outcome would be the loss of Central Government funding.

For once, be honest with us the local residents - we do have some intelligence - and admit you are struggling to find a scheme that works. It appears all compromise, compromise, compromise and just won't work.

If we are ignored once again, there is a growing opinion with local residents that, as with the Gateway Project, a judicial review should be called for because of NYCC's handling of the project.

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		Victoria Road		<p>We write further to your letter dated 19 October and to the meeting with the designers of the Scheme on 11 November 2022 at the Civic Centre which we attended with our neighbours.</p> <p>We have the following initial observations about the Scheme:</p> <ul style="list-style-type: none"> • The Scheme should never have been implemented in the first instance on Otley Road as it is clearly unsuitable for use as a major arterial road with shared footpaths and cycleways either side of the road. The footpaths are not wide enough to accommodate pedestrians and cycles and particularly, pedestrians with children, prams and dogs. The cycle way as built so far, is dangerous as a result of the shared use and this is acknowledged by both pedestrians and particularly cyclists (including myself) who would otherwise use a safe cycleway but continue to use the main carriageway of Otley Road instead. These matters should have been obvious to the designers of the Scheme at the outset and the public money that has been used (and wasted) in implementing the Phase 1 of the Scheme should have been used to create an alternative and safe cycle route elsewhere in the Harrogate locality. • Having used the awarded public funding to create an unsuitable and unsafe Phase 1 of the Scheme, it is now apparent that Phase 2 of Scheme cannot now be implemented as 	21/11/2022
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the Council and designers have belatedly concluded that the width of the footpath in front of the dwellings lying between Victoria Road and Beech Grove is of insufficient width to accommodate a shared footpath and cycleway. This option will also require the unpopular removal of several trees which the Council have also belatedly acknowledged. Again, these matters should have been obvious to the designers of the Scheme and to the Council at the outset and before Phase 1 was conceived and constructed.

- Having implemented a flawed Phase 1 of the Scheme and unable to implement the intended Phase 2 of the Scheme, the Council are now trying to make the best of a bad job by proposing the alternative Phase 2 using Victoria Road or Phase 3 using Queens Road. Neither of these alternatives will improve the inherent dangers of cyclists and pedestrians sharing the use of the cycleway on Phase 1 of the Scheme. Both of these alternatives will create further dangers, particularly to cyclists and they will not of themselves encourage cyclists to use Phase 1 of the Scheme. Most cyclists will continue to use the main carriageway of Otley Road as the means of access to Beech Grove and the town centre via the Prince of Wales roundabout.

- The Council's new proposals of restricting access to Victoria Road, Lancaster Road, Queens Road and Beech Grove are going to make Otley Road and Cold Bath Road even more congested rendering them even more dangerous to cyclists, pedestrians and motorists than they currently are.

- Before implementing Phase 2 or Phase 3 of the Scheme and expending further public funds on a flawed and dangerous scheme, we are of the opinion that the Council should consider alternative and safer routes for a cycleway. For example, has the Council considered the alternative of a route (heading into town) turning left Otley Road along Harlow Moor Road before turning right into Lascelles Road, linking into Harlow Terrace via the existing snicket and then crossing Cold Bath Road and linking into Queens Road and Lancaster Road and then on to Beech Grove? This would create a quiet, pleasant and

importantly a safer alternative route for cyclists into the town centre.

In relation to the proposed alternative Phase 2 of using Victoria Road we consider that this should not be considered by the Council or implemented for the following reasons:

1. The road is narrow and a number of the properties fronting the road have high perimeter walls and/or garages which immediately abut the footpath and proposed route of the cycleway. These walls and garages prevent the drivers of vehicle exiting the properties from seeing oncoming cyclists before they have substantially entered onto the carriageway and proposed route of the cycleway. It would be grossly negligent for the Council to propose a scheme in circumstance which would put cyclists in danger and also resident motorists of being at risk of causing personal injury or death by simply exiting their own properties.
2. The proposed removal of the car parking spaces on Victoria Road will actually make the position referred to in paragraph 1 worse than it is now. The existence of parked vehicles on the carriageway effectively creates a 'safe zone' and sight line for drivers exiting their properties allowing them the opportunity of seeing oncoming vehicles and cyclists before they enter fully onto the carriageway and into the path of those vehicles and cyclists.
3. The removal of parking spaces serving the properties on Victoria Road will also create unjust and unreasonable hardship to elderly persons and persons with disabilities living at or visiting the properties on Victoria Road and to other owners and occupiers. These residents and visitors may have to park some distance from the properties on Victoria Road, assuming that there are available parking spaces to be found elsewhere, which is not acceptable and will create further parking congestion.

4. Delivery vehicles accessing the dwellings on Victoria Road will either have nowhere to park or will park illegally, thereby blocking the cycle way particularly after the empty bins have been left on the pavement by the Council's refuse collectors.

5. Victoria Road is used as a main pedestrian access by many school children attending Harrogate Grammar and Rosset schools. Combining the pedestrian use of Victoria Road by, often, large groups of school children with a dedicated cycleway and highway is inappropriate and dangerous.

6. The original implementation of the road closures on Beech Grove and Lancaster Road has encourage motorists to use Victoria Road as a rat-run with the numbers of vehicles increasing (according to the Council's own figures) from approximately 300 to 1200 vehicles per day often at speeds well in excess of 30mph. Even if southbound access is restricted, the road will still be very busy and will remain unsuitable for use as a dedicated cycleway.

If, despite the concerns we have highlighted, the Council still intends to continue with the implementation of the Scheme, our view is that the least worst option is Option 3 using Queens Road for the following reasons:

- a) Queens Road is much wider, has existing sight lines from the properties fronting the road and will not involve the loss of residents' parking.
- b) The use of Queens Road will substantially reduce the loss of trees on the highway verges between Queens Road and Beech Grove which would otherwise have to be removed to accommodate Phase 2 of the cycleway.

However, alongside the implementation of the Queens Road option, we would like to see the following measures implemented:

- Southbound access from Victoria Road onto Otley Road to be restricted to remove part of the problem of the rat-run already created by the Council;
- The implementation of a 20mph speed limit on Victoria Road; and
- The implementation of traffic calming measures on Victoria Road

Before any further phases of the Scheme are implemented, we would like the Council to commit to holding a public meeting at which the officers and members of the Council who are responsible for the Scheme, to be present to answer questions from residents and other interested persons about the proposals. The meeting on 24 October was helpful but the designers who were present are only responsible for implementing the Council's Scheme and not for deciding how or whether the future phases of the Scheme should be implemented.

			<p>I am a local resident, living just off Pannal Ash Road, and use the affected streets daily. Mainly as a pedestrian, but also as a shopper in the car and as a commuter.</p> <p>I attended the recent consultation evening at the Harrogate Council offices and am summarising my observations, and those of the dozen or so local residents who were round the table with us in dialogue with your representative. The one pro-cycle person in our group made it clear that the cycle lobby did not like phase 1, that she cycled exclusively on the road, and she was frightened of letting her children use phase 1 as it was so confusing and dangerous with its constant lane switching.</p> <p>We came to view the 5 publicly published options and were most surprised to be presented with a 6th, hitherto unpublished, option removing all parking on Beech Grove and adding a second cycle path.</p> <p>When presenting a business case in a commercial company for a new project or major change one always considers the 'do nothing' option, to avoid wasting money on a needless project or product that has no customers, and no pay back. The old concept of 'build it and they will come' is a thing of the past. Particularly in the current financial climate with spiralling costs, and in these days of trying to minimise the waste of material resources to reduce greenhouse gasses.</p> <p>My respectful suggestion is for NYCC and Harrogate Council to 'do nothing'. Just stop! Phase 1 of the Otley Road scheme has been an unmitigated failure. The residents hate it, the cycle lobby hates it, your rep admitted that it fails current guidance, and most importantly no one is using it. Your rep admitted that you have no statistics on the number of cyclists who use it and are not monitoring its use. This lack of stats also appears to be the case for the trial closure of Beech Grove. My personal observation is that almost</p>	<p>24/11/2022</p>
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never are there cycles on the phase 1 cycle path, and those that are, are invariably on the incorrect side of the road, or on the pavement and not in the cycle lane.

Since the schemes were initially scoped and proposed the prices of materials and labour have spiralled and cannot possibly be delivered to the original estimates. Indeed the junction with Harlow Moor road is being enlarged at an additional cost, as the project was so badly laid out.

So, looking forward...

Assuming that the cycle route phase 2 on Otley Road is a fait accompli, the bulk of the 6 options are now being put forward 'as the price of failure', because there is not enough pavement width outside the terrace that runs from Beech Grove to Victoria Road, a fact overlooked by whoever applied for the funding in the first place. So we are now being presented with a 'choice' of dangerous and sub optimal cycle routes, plus a combination of three options removing parking, disrupting and preventing vehicle traffic on Queens Road, Victoria Road and Beech Grove. All of which add danger where there is none today.

Option 1. Existing proposal on Otley Road for Phase 2 Let me suggest that you let common sense prevail and route town centre-bound cycles over the crossing by the Grammar School and bring them down to Beech Grove on the opposite side, making the southern pavement contraflow to Beech Grove, or simply ask people to get off their bikes and walk 100 feet on the narrow pavement in front of the terrace.

The audience were adamant that they did not want any of the existing trees to be removed and were all mindful that the grass verge is classed as Stray land and were resistant to any removal. More than one set of people, like myself, consider these tree and grass lined verges to be a major part of Harrogate's charm and tourist attraction and to a person we considered phase 1 as little short of vandalism

to a person, we considered phase 1 as more short of vandalism.

Option 2. Alternative route for phase 2 using Victoria Road.

The residents from that part of town were very upset that your efforts to date have created a rat run that was not there before. They indicated that you have measured traffic rising from 300 to 1500 vehicles per day. They also made the very real and evident point that in your trial period you have forced much more traffic onto Cold Bath Road, which you are absolutely not acknowledging. Your future plans to remove their on street parking will prevent guests and residents parking outside their houses, and will restrict traffic in one direction, creating inconvenience and pointlessly longer journeys, simply to correct an error of your own making and forcing a cycle path onto an audience who does not want it

Option 3 alternative route using Queens Road Of all your options this was considered to be the most dangerous and ill thought through. Putting cycles onto the pavement on both sides is almost criminally dangerous in the eyes of the audience, and lacks any common sense. The houses have high hedges and big gateposts. It would be almost impossible to drive in and out of these houses without hitting or killing a cyclist. Cycles will be going fast on the hill and cars, particularly silent Electric vehicles, will not be able to navigate safely. It puts residents, pedestrians and cyclists into unnecessary danger, and is only an option as a sticking plaster consequence of you not being able to resolve a far less dangerous situation outside the terrace on Otley road, which has full visibility and only pedestrian gates.

Option 4. 5 and 6 All involve unnecessary activity on Victoria Road and Beech Grove.

Beech Grove has never had a traffic problem and has always been safe for cyclists. The residents pointed out that of all the streets under consideration, Beech Grove has the

		Victoria Road		<p>Having attended the meet the Designer event on October the 11th I noted that the options proposed only covered some form of approval of the scheme. A 'none of the above' option was not available either by oversight or otherwise.</p> <p>Bearing in mind the current economic state of the country my view is that tax payers money would be much better spent in more urgent areas of need within public services rather than being wasted on such a scheme with un-proven benefits. (Indeed many such schemes are being withdrawn across the country). These funds should be returned to Central Government and either used elsewhere or given up as Departmental savings</p> <p>Can you provide accident statistics involving cyclists on Beech Grove?</p> <p>My second criticism is that this scheme is being put in place before any study has been published of the likely displacement of traffic to other roads if the Gateway scheme goes ahead.</p> <p>None of these options would encourage me to take up more walking or cycling in the area, I always walk into town as it is, crossing Beech Grove is never a problem.</p> <p>In summary the proposals are entirely unnecessary, lacking in any substantial benefits that justify the costs or the disruption to freedom of movement</p>	25/11/2022
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		Victoria Road	<p>I am writing to you to express my views on the proposals presented in the consultation document, regarding the Otley Road and Beech Grove - Active Travel Improvement Schemes, which were recently sent to residents in the Beech Grove vicinity.</p> <p>Whilst the idea of providing improved, safe walking/cycling infrastructure in Harrogate is laudable, I feel that the proposed project is poorly thought through and poorly justified in terms of its aim to encourage the take up walking and cycling. Despite the significant cost of the project and the disruption it will cause there does not appear to be any clear and measurable outcomes, in relation to increased cycle usage.</p> <p>My main objections and issues are listed below.</p> <p>1. Analysis of the data from the period of the Beech Grove ETRO suggested that practically all of the vehicular traffic that was prevented from using Beech Grove was simply diverted down the adjacent streets of Victoria Road and Queens Road. There was no real evidence that the closure of Beech Grove, to cars, encouraged car drivers to leave their cars at home and use the then available cycling route created on Beech Grove. The streets adjacent to Beech Groves are clearly not suitable as alternative routes for the displaced traffic since both are narrow, have existing speed calming measures and a significant amount of existing roadside parking. Indeed, diverting traffic through these streets is likely to cause increased traffic jams and idling and as consequence would have an adverse environmental impact. This is likely to be most acute in the vicinity of Harrogate Grammar School. I notice that none of the plans or consultation documents</p>	26/11/2022
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include any assessment of the potential environmental impact of such changes, which seems to be a major oversight. Has any analysis been carried out to model the impact of either Beech Grove closure or making Beech Grove a one way road, on the traffic volume and flow through these streets? This seem to me to be a fundamental requirement before implementing either of the proposed Beech Grove schemes. One might argue that the impact of the Gateway project should also be factored in, at this stage, since the proposed reduction of car lanes to just one, on the east side of town, is likely to increase the volume of southbound traffic using the west side of the town to transit across Harrogate.

2. The Beech Grove ETRO was presumably discontinued because the strength of opposition to the Beech Grove closure, by local residents, had not been established through a thorough consultation process but became evident during the ETRO. The fact that this strength of feeling is now known makes it both inappropriate and insensitive to once again present a permanent closure of Beech Grove as one of the viable options going forward.

3. A shared cycle/pedestrian route along Otley Road seems a strange objective. It suggests that the unmet demand for a safe cycling route, in Harrogate, exists principally by residents on the Otley Road corridor to Beckwithshaw. I would be interested to discover how this demand was identified by the project team. Was a survey of the residents along this corridor carried out that established that significant numbers of these residents would cycle if a cycle path was introduced? Or is this simply a hunch? I find it hard to believe that significant numbers of casual cyclists would be willing/able to regularly cycle up the

challenging Harlow Hill, having cycled down it to get into the town centre. The increase in cyclists on Beech Grove during the ETRO was minimal despite the fact that the baseline, reference data for cycle usage was (inappropriately) taken during a COVID lockdown period.

4. Has a proper risk assessment of the safety of a shared pedestrian/cycle route on Harlow Hill been conducted? A proper assessment would include recognition that cyclists would be travelling at some speed down the hill and that, at certain times of the day, significant numbers of possibly distracted HGS students would be walking up the hill. The notion that these students will be aware of the precise points at which the segregation of cyclists and pedestrians occur or switch seems unrealistic.

5. You now acknowledge that the section of path between Victoria Road and Beech Grove is too narrow to accommodate a shared footway and cycle way. This recent revelation does not give confidence in the thoroughness of the planning process, which was predicated on the Otley Road cycle path being able to continue all the way to Beech Grove. Thus, these alternative cycleway routes are having to be considered. With this in mind I wonder why the options presented in the consultation document, sent to residents, still include the existing proposal on Otley Road for phase 2. Surely, if this cannot be achieved it would have been better to carry out consultation only on the routes that were possible.

In summary, I think there are a number of very significant issues relating to this scheme

				<p>that have either not been addressed at all or upon which there has been inadequate local consultation. The Beech Grove ETRO demonstrated that by closing that road to cars, simply resulted in traffic being diverted down less suitable roads. The proposal to change Beech Grove to a one way road seems less disruptive and impactful but without some kind of traffic flow modelling the consequences of this change cannot be assessed objectively.</p>	
				<p>The above scheme has already been tried and does not work people do not use there cycles in sufficient quantity to warrant the expense of implementing the schemes. The cycle paths are dangerous one minute you are on the path the next you are back on the road the next you are back on the footpath it's a wonder there has already not been a fatality, Whoever came up with this ludicrous idea has obviously not thought it through properly.</p> <p>If you think this is going to get people on there cycles you are wrong. The money would best be spent on repairing the potholes on the roads. I have yet to see more than one cyclist at any one time using the roads or the footpaths unless on a weekend when cycling clubs are out riding two or sometimes three abreast holding traffic up.</p> <p>I am not against cyclists but the so called cycling paths you have so far implemented are not fit for purpose.</p>	<p>26/11/2022</p>

				<p>Some comments on the various proposals, which may be slightly wrong as I may have misunderstood some parts of the diagrams, partly because in some cases the scale is quite small, although I have been able to magnify the pictures on screen. I write as somebody interested in the outcome as I need to drive from Harlow Manor Park to and from the centre of Harrogate, for such as supermarket shopping at Waitrose and to/from the train station, as I can no longer walk as well as when I was younger, although if the timing is right, I can also use the local bus. However, this is not reliable and recently I missed a train purely because the bus on which I had planned my journey did not run, so I was late and had to pay more due to the premium for immediate travel over a pre-booked fare. When I have no or little luggage, I am able to walk to the station via Queen's Road/Lancaster Road and the Stray. When I am returning from town or passing along Station Parade when returning to Harrogate from the north, or taking a taxi home from the station, I can conveniently use Victoria Avenue to access Beech Grove which is a very convenient in way home that I have used for many years. So, I travel in this area of Harrogate regularly in different ways.</p> <p>Overall, I do wonder about the wisdom of the whole scheme as I understand that very few cyclists are using the new installations from the Beckwith Knoll area, given the perceived risk of collisions with pedestrians on the narrow routes shared by both cyclists and pedestrians. But if the intention is to go ahead anyway irrespective of present lack of use, then I offer the following comments:</p> <p>1. The existing proposal appears to indicate that the intention is to make Victoria Road one-way northwards from Otley Road, but not to use it as a route for cyclists, so the idea in Option 2 to use it as a cycle route seems to be sensible, and avoids cyclists on any more</p>	26/11/2022
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				<p>of the Otley Road existing pedestrian footpaths than essential, and seems to reduce the need for reserved areas of the existing fairly narrow part of Otley Road for cyclists. This seems safer for both cyclists and pedestrians, and where cyclists are to be directed onto the road for motorists as well. My concern in this situation would be a cyclist moving onto the road and not caring about the effect of his/her movement on motorised traffic behind – cyclists can be somewhat cavalier about difficulties for following traffic.</p>	
				<p>2. I would not favour using Queen’s Road/Lancaster Road as an alternative approach to Beech Grove as per Option 3, as this road will become busier after the closure of Victoria Road southbound, and it is already fairly well parked up during the day and may be fuller if there is no parking on Victoria Road. However, the idea of a pedestrian crossing close to the junction of these two roads would be helpful to pedestrians needing to cross from one side of Queen’s Road to the other, as the junction of the two roads is often quite busy with traffic seeming to move in all directions there, with the island at the junction effectively being of little use to pedestrians. So, walking along Queen’s Road towards Lancaster Road requires one to cross somewhere in front of the Duchy Hospital in order to easily continue from Queen’s Road to Lancaster Road and towards Beech Grove. If that could be considered as part of the general improvement of pedestrian facilities in the area, that would be helpful. Indeed, if it could be positioned closer to an entrance to the Duchy Hospital, that may also help people accessing the hospital from their cars which are often parked on Queen’s Road. Also, I imagine that large trucks, such as MRI scanners that can regularly be seen in the front of the Duchy Hospital may have more difficulty accessing the area if cyclists are diverted towards it along Queen’s Road.</p> <p>3. I most definitely do not favour, indeed am most strongly against, the closure of Beech Grove and Lancaster Road by your so-called “Modal Filters” as described in option 4, with the presently (and happily) removed barriers. I objected, as I believe did many people, to their presence. They caused a great deal of inconvenience. For example, I had to drive all around Otley Road then West Park/Victoria Avenue or along York Place just to get either to the station car park or Waitrose supermarket, a longer journey, with more stops due to higher traffic levels, thus causing additional pollution. I was told by your correspondent it was very little extra mileage but why should I be forced to create more pollution just to</p>	

allow others to travel actively? So, I hope this idea will not be revived.

4. I do not see any need to make Beech Grove one way from the town centre towards Otley Road as per option 5. The existing footpath on Beech Grove is plenty wide enough to share with cyclists. For most of its length it is (at about 3m wide) wider than the shared footpath on the upper part of Otley Road, so there is no need to reserve any part of Beech Grove for cyclists. Pedestrians also have the option of walking across the Stray, either from near the junction with Otley Road or Lancaster Road, a more pleasant route for most of the year, and depending on the footpath selected at the junction in the centre of the West Park Stray one can arrive close to the end of Beech Grove at a pedestrian crossing on West Park, so avoiding any risk of cyclist/pedestrian interaction. This means that Beech Grove can remain as bi-directional. Provided one takes sufficient care there are sufficient spaces in the runs of parked cars to allow people to pass, only the selfish (usually a huge 4x4!) may decide to run without stopping along the outside of the parked vehicles and cause inconvenience to those coming the other way.

5. Finally, I would like to suggest a couple of improvements that are probably outside the scope of this project. When driving towards West Park along Beech Grove I am obliged to turn left at the junction with West Park, and so through the town centre when all I want to do is go along Victoria Avenue. Also, when leaving the Waitrose car park I am obliged by the layout of the junction of Victoria Avenue and Station Parade to turn onto Station Parade and so join York Place and thence go along Otley Road to Cold Bath Road. There are often delays due to traffic at various points on that route. The alternative is to turn right out of the Waitrose car park and then go via Marlborough Road, North Park Road, Station Bridge and then Station Parade, then into Victoria Avenue, a rather circular route. Making it possible to cross Station Parade directly at the junction (already controlled by traffic lights) would improve the route, and also open up Victoria Avenue to more through

traffic so reducing the volume on York Place/Otley Road. I think both of these forced curves were installed before traffic lights were installed so have become redundant with the traffic lights and could be removed.

I hope these comments are helpful.

			<p>I have been a resident of Queens Road for over 2 decades, and the majority of my trips to Harrogate shops are on foot.</p> <p>The phrase Active Travel Improvement Schemes therefore strikes me as interesting. As a resident of Queens Road I already travel very "actively". Most of my journeys are on foot into town to go shopping, to use the local shops, restaurants, the Post Office, our local chemist on Cold Bath Road, my church.</p> <p>I use a car principally for a weekly large supermarket shop as none of the supermarkets are on a direct public transport route for me, and the number of bags I need to carry make that option in any case, impractical. I also use the car for a regular appointment at Harrogate Hospital for treatment for a chronic condition, and for which, again, public transport is simply not an option. This will be the case for many of the patients who use the hospital's outpatients' unit, and indeed staff. I would add that it is not the distance to the destination which determines my mode of travel, it is the purpose of the journey. If the purpose is to pick up heavy bags-for instance supermarket shopping-or to access places not on transport routes, these trips cannot be accomplished by walking or cycling.</p> <p>So I would maintain that for me-and indeed for many of my neighbours- we already travel actively to the greatest extent possible.</p> <p>I would also suggest that, without any research data into the types and purposes of the journeys undertaken by the residents of the streets involved in these schemes, there is no possibility of any real understanding whether any of these schemes will actually deliver</p>	25/11/2022
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possibility of any real understanding whether any of these schemes will actually deliver the desired outcomes of replacing car trips with foot or bike ones.

For instance, I have often had quoted the statistic that most car journeys in Harrogate are of 1.6 miles or less. However with no date given for the source of this data, and no indication that it has been reassessed post Covid it isn't possible to assess its current relevance. Even if this is still correct, there is no evidence that the vehicles using/parked on the roads in the areas under consideration have travelled 1.6 miles or less.

I mentioned that I am a resident of Queens Road, and as such the Beech Grove Modal filter is of particular interest to me. The recent trial of the Beech Grove LTN was an utter failure. As I pointed out in an email of 17th March 2021 to Councillor Don MacKenzie, Beech Grove fulfils none of the accepted criteria for an LTN. As someone who walks down that road 5 days out 7 I observed no increase in the number of cyclists except at

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that road 5 days out of 7, I observed no increase in the number of cyclists except at weekends, and I saw no one dressed in anything that could be described as work clothes using the route-they were, as far as I could see, leisure cyclists. Furthermore, by closing Beech Grove traffic was simply shunted onto Queens Road, Victoria Road, and Cold Bath Road (the site of Western County Primary School), creating rat runs, just as had been forecast. Given that I was told at one of the consultations in the Victoria Centre by a member of council staff that, in fact, the LTN had been introduced "probably 2 years too early given that the Otley Road cycle path had not been completed" I am not a little angry that after the failure of the first attempt, it would appear that the intention is still to reinstate the Beech Grove LTN in another form. I also note that the cyclists themselves do not believe in the amended LTN for Beech Grove. Which is another indication that these proposals have not been thoroughly researched.

By directing people to walk or cycle more this consultation reveals itself not be a genuine exercise in democratic consultation . It is not designed to gather information, but to push people into a particular course of action.

Once again I find myself forced to point the shortcomings of the Council's plans with no confidence that any objections will be listened to. However, as a resident of the area concerned these plans will affect me directly-will they affect anyone on the Council?

				<p>I would like to confirm that only the one way arrangement on Beech Grove and Victoria Road is acceptable</p> <p>With regard the NPIF options we are unsure exactly the difference between these so are unable to vote at this time.</p> <p>I would like to make the following points of feedback</p> <p>Your letter date 08 November (and received on around the 23rd November) did not enable us to attend the ‘meet the designer” meeting on 11th November ... Even if posted on 9th November (which is unlikely) it would not have been received in adequate time for this meeting.</p> <p>The legend on the plans was unreadable, the font was far too small and was also very blurred.</p> <p>The diagrams of the scheme are very difficult to understand for the average lay person.</p> <p>The way this consultation has been conducted could very easily be interpreted that the council is only ticking boxes and does not really want to know the thoughts of the local residents, one can’t help thinking that the decisions have already been made.</p> <p>The previous experiment of the planters on Beech Grove was extremely unsatisfactory and had major negative implications for Wentworth court, including vehicles rat running through the car park from beech grove to Victoria road and many many vehicles going the wrong way down the one way street at the side of the development. Also the amount of traffic using Victoria Road was greatly increased beyond acceptable limits.</p>	28/11/2022
3	4				
2	5			Reduce number of free parking spaces on Beech Grove to allow for vehicular exit from the properties and safe parking manoeuvres for those using the free spaces	28/11/2022

1/2	4	Park Avenue		<p style="text-align: center;">Beech Grove:</p> <p>I am registering my support for Option 1 which includes modal filters on Beech Grove and Lancaster Road. The 18 month trial was a great success for pedestrians and cyclists using this area. It was withdrawn without due process and without the important work necessary on Victoria Road.</p> <p>If NYCC are going to fulfil their targets of reduced emissions and encourage more people to have a healthy lifestyle and therefore less pressure on our health service then they need to deliver these projects without delay. The current message continues to be to buckle to the voice of those who will not use their vehicles less.</p> <p style="text-align: center;">Otley Road:</p> <p>I support option 1 as modified by option2, reaching Beech Grove via Victoria Road and Lancaster Road.</p> <p>There must be a safe crossing from Beech Grove to Park Avenue for both pedestrians and cyclists.</p> <p>I do not support option 3 (Queens Road). It is not the desire line and is entirely unsuitable. This option was drawn up using google maps as opposed to actually cycling or walking the route.</p> <p>There needs to be priority crossings for cyclists at Park Avenue and West End Avenue. I live in Park Avenue and find it very dangerous to try and cross Otley Road from Park Avenue (either on foot or bike) to go across the Stray or down Beech Grove into the town centre.</p> <p>There should be a solution to stop vehicles using Park Avenue, the Oval area etc as a rat run to St. George's roundabout. All these areas need to be 20 mph.</p>	28/11/2022
				<p style="text-align: center;">NYCC must listen to those elderly people, like me, over 70 and many more who are perfectly active and able to walk, cycle or use the bus.</p>	

3				<p>For context, I live off Otley Road and regularly walk into town (less than a mile away). I also work in the town so drive around it where I can't walk.</p> <p>My preferred choice is the option three (Queen's Road) but I don't understand the need to make Victoria Road one way, believing this will simply move problem traffic to other local roads.</p> <p>Regarding Beech Grove. If there is a need for a cycle route (and underuse of the same in the previous test closure makes me question that), why not use share the wide pavement on this stretch of road as the Otley Road scheme, rather than making the road one way? I suggest this scheme will simply push traffic onto, already busy, other routes. Victoria Road works perfectly well as a two way road and isn't overly bus. Making it one way will push traffic onto busy Cold Bath Road (and on this topic, why is all day parking still allowed on the upper parts of Cold Bath Road, often causing congestion as wider traffic such as buses and lorries to have to stop?).</p> <p>I am against any further closure of Beech Grove. At the best of times this road really is not that busy and could easily accommodate walkers, cyclists and motorists as is. The cycle scheme on Otley Road is very underused. I have seen fewer than a handful of cyclists share the pavement sections with me since it was completed.</p>	28/11/2022
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				<p>I have looked at the online plans for Phase 2 Otley Road and Beech Grove Harrogate active travel.</p> <p>My preference is for continued proposal for Otley Road phase2. It seems logical to continue the present route without deviation along Victoria Road or Queens Road.</p> <p>Queens Road has parking on both sides used extensively for Grammar school parking and drop off collection, this needs to be retained. Queens Road is used by pedestrians extensively, sometimes elderly, cyclists using the Planned route could easily collide with those pedestrians.</p> <p>I would consider Victoria Road too narrow for a cycle lane on each side, you would need to stop cars using the road for safety reasons?, I don't think any</p> <p>Beech Grove as it is now has many walkers using the road to go into town, I don't think any changes would encourage more walking as the road at present is excellent for walkers either on the footpath or across The Stray</p>	28/11/2022
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				<p>If Option 1 (the existing proposal) were not to go ahead it is highly questionable that proposals 2 to 5 could possibly be beneficial.</p> <p>To disrupt, interfere and lessen the quality of life for residents of properties on Victoria Road and Beech Grove seems a high price to pay for the enjoyment of very few cyclists!</p> <p>Dedicated cycleways on either Victoria Road or Beech Grove seem to be very dangerous proposals.</p> <p>For example, it should be considered that Beech Grove is one of the most populated highways in Harrogate. (Probably over 200 residents on a very short stretch of road). As most residents of Beech Grove are motorists they would be crossing any dedicated cycleway to leave their residence by car. The danger caused by the regular ingress and egress of vehicles to and from the Beech Grove blocks of flats alone would cause an unacceptable level of danger by crossing any cycleway.</p>	29/11/2022
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		Oak Terrace		<p>I strongly oppose the 5 x options put forward in your letter of 26th November 2022, mainly for the reasons outlined in my email to you on 25 October 2021 (Your Ref: A6/BG1/OCT21).</p> <p>We are now in an economic recession and the benefits of any public spending should be beyond doubt before committing any capital expenditure. These capital projects will benefit few, and inconvenience many.</p> <p>I am not convinced that improving cycling provision at the expense of motor car provision, is the answer in Harrogate. We have a lot of visitors from outside the town (who need to drive), we have lots of families (who need to drive their children to various activities) and lots of people who work in the bigger conurbations of Leeds / York / London, who unfortunately also need to drive as the train service is so slow, expensive, uncomfortable and unreliable.</p> <p>It would appear that traffic on Victoria Road has reduced since the end of the Experimental Traffic Regulation Order on Beech Grove which is also most welcome. I would consider that experiment to be a failure.</p>	29/11/2022
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		<p>Queens Road</p>	<p>Thank you for inviting my opinion of the proposed Otley Road/Beech Grove, Harrogate - Active Travel Improvement Scheme (letter dated 26/Nov 2022).</p> <p>I am a cyclist and resident on Queens Road. I have had an opportunity to look at the options; cycle, walk and drive along Otley Road include using the cycleway and experience the impact of introducing filters onto Beech Grove and Lancaster Road.</p> <p>In general I approve of initiatives which promote cycling through the introduction of safe cycleway schemes that lead to a reduction in car use. In my view cycleways to be effective and attractive to users need to be separate from cars (and other vehicles) and pedestrians. I appreciate the physical constraints on Otley Road do not make any plans straightforward and the next pinch point in the proposed route between Queens Road and Beech Grove is particularly challenging. However, in my view the cycle path in phase 1 has been a waste of money and even when part of a more connected scheme is not attractive for cyclists.</p> <p>With over 50% of the route shared with pedestrians it is a nightmare to navigate, switching from one side of the pedestrians to the other and with sections mixing pedestrians and cyclists. I have seen very few cyclist use the route and whilst I understand that the hope is that the route will have greater use once the new housing has been completed and the cycleway more connected I think this is to be very optimistic, most cyclists that I have discussed the pathway with think it frankly ridiculous. I am extremely doubtful that the desired objectives will be even partway met.</p> <p>I do not think any of the current plans under consideration are attractive and as a resident of Queens Road there are very negative impacts. Your own monitoring data showed a greater than 100% increase in traffic down Queens Road when the Beech Grove and Lancaster Road filters were put in place and the introduction of the Victoria Road one way section between Lancaster Road and Otley Road will push even more traffic down Queens Road. The usual impacts of any residential road with increased traffic will ensue, and whilst it may make Beech grove more pleasant for pedestrians and residents the opposite is true for the residents of Queens Road. There are of course the additional safety issues</p>	<p>12/09/2022</p>
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				<p>for Queens Road residents entering and leaving driveways and for pedestrians (including the children from the local schools) that walk down the road with the increase in traffic. Ultimately to achieve a goal of reduced car use and increased use of greener healthier alternatives there must be a ramping up of negative incentives to use a car with simultaneous increase in cheap regular public transport and segregated cycleways and footpaths. This scheme does not offer any of these. In my opinion the consequences of the scheme will be an increase in distance travelled by car as people use routes to bypass the filters with virtually no increase in uptake of cycling, both at considerable expense and with the residents of Queens Road particularly negatively impacted. I do not think this a good use of public money and wish to register my opposition to the further extension of the scheme in the strongest of terms, particularly the re-introduction of the Beech Grove and Lancaster Road filters and the making of Victoria Road one way.</p>	
		Beech Grove		<p>I don't like either option 4 or 5 - in my opinion totally unnecessary, but if I had to opt for one, it would be, marginally, option 5. I must comment on the poor quality of the maps. I am a geographer, a double graduate in Geography, and a long time Geography teacher. I found it virtually impossible to read or understand the maps. If I find that, what hope does anyone else have of interpreting the maps. I object to the massive waste of money in all this. Most residents of Beech Grove are senior citizens. Although we can and do walk frequently, especially across the Stray, but does anyone with any sense think that we are going to buy bicycles and start cycling around?</p>	12/12/2022
		Victoria Road		<p>None of the above. All dangerous and do not work. What you have already done is dangerous in my opinion.</p>	28/11/2022
		Victoria Road		<p>None of the above. It is much safer now than the original experiment.</p>	28/11/2022
		Victoria Road		<p>None of the above. (It's not broken, don't try and fix it).</p>	28/11/2022

		Victoria Road	<p>None of the above as I do not think the cycles lanes already in place on Otley Road are very well planned out, very confusing and dangerous!</p> <p>Cycle lands should not be in areas where there are driveways backing into them - a recipe for disaster! Nor should one way traffic systems be allowed as they become rat runs for cars in an elderly populated area.</p> <p>Please do your research again and look at the European countries that have successfully put in place cycles lanes away from Residential Areas, e.g. The Netherlands.</p> <ol style="list-style-type: none"> 1. Cycle paths are detoured away from Residential areas. The cyclist may have to travel a bit further but they accept that as it's safer for pedestrians and themselves. 2. Cycle lanes are painted red and pathways green so they are easily identifiable. 3. Allowing cyclist on pathways across the Stray is alarming and dangerous for the pedestrian and children in particular who are playing there. 4. I'm sorry to say that I think many cyclist are a danger to themselves i.e. cycling 2-3 abreast without moving into a single file when a motorist approaches either from behind or ahead. They should be made to do this by law so that a car can leave a safe distance between them and a car when overtaking. 5. A small road tax for cyclist should be introduced too which will boost the funds for developing cycling lanes. 	28/11/2022
		Victoria Mews	With no improvement to prefer, in these poor options - can not tick any. It's much safer now; as the original experiment was far from safe. Two of my visitors (motorists) reported to the Harrogate Police it was unsafe.	28/11/2022
		Victoria Mews	None of the above	28/11/2022
2	4	Otley Road	It is not clear from the information supplied if/how option 3 for phase 3 could work with option 2.	
1	4		I have ticked option 4 above, although not sure what modal filters are. My aim is to stop Beech Grove being used as a rat race by motor vehicles.	02/12/2022

			<p>I am a resident at 18 Beech Grove and enjoy pedestrian access to Beech Grove and, at the rea, have a garage and parking area accessed from Victoria Road south.</p> <p>My observations are as follows.</p> <ol style="list-style-type: none"> 1. After being open for about a year the Otley Road cycling arrangements are hardly used, they are sub-standard in design and would become hazardous to pedestrians if more frequently used. I regularly walk the length of Phase 1 and generally do not encounter any cyclists using the facilities. In fact most of the few cyclists I see continue to use the roadway when travelling downhill from Harlow to Harrogate. I do not think continuing with Phase 2 will produce any significant increase in the overall cycleway usage. So for me it is all a waste of money. 2. The installation of bollards on Beech Grove was a mixed blessing. Agreed, there was a reduction in traffic which allowed relatively safe pedestrian and cycle usage of the Beech Grove roadway. However, traffic movements were often doubled by those who had to turn and head back – in haste – from the bollards. And, of course, there were unavoidable extra journey distances for those residents caught up in the system. On balance, I would not seek to re-impose this scheme. 3. Maybe not envisaged by the planners, is the multiple % increase in the volume of southbound traffic on my stretch of Victoria Road from Lancaster Road to Otley Road. My observations focus on the 7.30 to 9.00am period of school traffic and the 4.00 to 7.00pm period of “rat-run” traffic avoiding central Harrogate. The latter is characterised by the excessive speed of the regular users. All this creates increased hazards to all those residents with garage parking access to and from Victoria Road. I would therefore support any scheme which reduce Victoria Road traffic and its speed. 4. My own idea of best option would be to make all Beech Grove one-way southbound together with a dual cycle lane from West Park to Lancaster Road. Then add more speed 	<p>12/09/2022</p>
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				<p>bumps to Victoria Road between Lancaster and Otley Roads to deter through traffic. Retain this length as 2-way low traffic, thus suitable for cyclists, and remove all roadside parking. Hopefully, southbound traffic will choose to take a left off Victoria Road at Byron Court and proceed up Beech Grove to join Otley Road. Alternatively and definitively, make the southern section of Victoria Road one-way northbound with a designated cycleway and no roadside parking.</p> <p>5. Finally, the elegant option would be to leave the roads as is and install full width cycle and pedestrian paths across the Stray. You will need to talk to Oliver Dowden and King Charles II about that – I don't have their contacts.</p>	
3	4			<p>Option 3 - Queens Road offers a direct safe route towards the town centre from Otley Road for both cyclists and pedestrians. Option 4 - many elderly residents live on Beech Grove and their access to the town centre would not be affected by option 4.</p>	

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	Business and Environmental Services		
Service area	Highways and Transportation		
Proposal being screened	National Productivity Investment Fund (NPIF) Otley Road Phase 2 Cycle Route Consultation Outcome		
Officer(s) carrying out screening	Melisa Burnham		
What are you proposing to do?	This report seeks to provide an update regarding the results and recommendations following the recent Otley Road phase 2 cycle way and Beech Grove modal filter design consultation.		
Why are you proposing this? What are the desired outcomes?	To understand the next steps in the delivery of the awarded National Productivity Investment Fund for the West of Harrogate.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics</p> <p>As part of this assessment, please consider the following questions:</p> <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? <p>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 Equality rep for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	

Pregnancy or maternity		x	
Marriage or civil partnership		x	
NYCC additional characteristics			
People in rural areas		x	
People on a low income		x	
Carer (unpaid family or friend)		x	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	N/A Whilst the report recommends officers develop and deliver a package of measures for active travel this will be assessed separately once further approvals for the final package of measures are sought.		
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? Please explain why you have reached this conclusion.	N/A		
Decision (Please tick one option)	EIA not relevant or proportionate:	x	Continue to full EIA:
Reason for decision	The recommendation as a result of the associated report is to develop and deliver a package of sustainable transport measures. Whilst it is likely these measure will look into improvements for bus use, pedestrians and cyclists the projects are still to be determined. It is proposed that the need for a further EIA requirement is assessed once the final package of proposed measure has been determined.		
Signed (Assistant Director or equivalent)	<i>Barrie Mason</i>		
Date	26 January 2023		



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

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 in the summary section of the form below.

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

Title of proposal	National Productivity Investment Fund (NPIF) Otley Road Phase 2 Cycle Route Consultation Outcome
Brief description of proposal	This report seeks to provide an update regarding the results and recommendations following the recent Otley Road phase 2 cycle way and Beech Grove modal filter design consultation. The report recommends that the cycle route phase 2 and Beech Grove filter do not progress, instead it is recommended that a 'Sustainable Transport Package of Measures' is developed and delivered. This will address the agreed objectives for the National Productivity Fund.
Directorate	Business & Environmental Services
Service area	Highways & Transportation
Lead officer	Melisa Burnham (Area Manager)

OFFICIAL - SENSITIVE

OFFICIAL - SENSITIVE

Names and roles of other people involved in carrying out the impact assessment	Heather Yendall (Improvement Managers)
Date impact assessment started	9/01/23

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.

Phase 2 of the Otley road cycle route was considered, designed and taken to public/ stakeholder consultation. Following feedback and recognised design constraints it was recommended not to progress with the implementation of this section of the route.

Phase 1 cycle route offers an off road cycle link between Cardale Park and the local schools. Officers propose that the alternative package of measures 'Otley Road Sustainable Transport Measures' should be presented to the Harrogate and Knaresborough Area Constituency Committee in the near future but could include consideration of the following.

Page 245

Introduction of 20mph zones/ limits in surrounding streets from Otley Road.

Introduction of improved crossing points to facilitate cyclists where required.

Improved signing of cycle routes across the area, linking in with LCWIP (Local Cycling and Walking Improvement Plan) feasibility work.

Improvements to the Bus Infrastructure along the Otley Road Corridor.

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.

It is recommended that the remaining National Productivity Investment Fund available would deliver package of sustainable transport measures, therefore no additional funding will be required.



<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>Page 246</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>	<p>X</p>			<p>The purpose of the scheme is to enhance sustainable transport measures along Otley road corridor, West of Harrogate.</p>	<p>No negative impacts identified at this stage but appropriate surveys before and after will be undertaken to ensure the correct measures are delivered and a positive environmental impact is maintained.</p>	<p>Improved engagement with the public to support the take-up of more active travel options and to continue with the delivery of other strategic transport projects in Harrogate Town Centre which will encourage more take up of the infrastructure being created. Ensure</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 relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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 style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 247</p>							<p>monitoring post implementation.</p>
	<p>Emissions from construction</p>		<p>x</p>		<p>There is likely to be no impact but it will depend on the final agreed package of works. Civils work to introduce signing and lining will be required, but contractors will work with conscious awareness of the need to mitigate impact.</p>	<p>N/A</p>	<p>N/A</p>
	<p>Emissions from running of buildings</p>		<p>X</p>		<p>N/A</p>	<p>N/A</p>	<p>N/A</p>
	<p>Other</p>						
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		<p>X</p>					
<p>Reduce water consumption</p>		<p>X</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 relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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>Minimise pollution (including air, land, water, light and noise)</p>	X			<p>Over a longer time period by providing sustainable travel infrastructure in the immediate area will facilitate a modal shift of modes of transport.</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>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 relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's Landscape</p>		<p>X</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.

It is proposed that when developing the 'Otley Road Sustainable Transport measures' that this is developed in line with appropriate government guidance;

- Active Travel: local authority toolkit (updated August 2022)

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.

Officers are recommending that the construction of Phase 2 cycle route does not go ahead. It is also proposed that the Beech Grove modal filter is not reinstated. It is proposed that the remaining funding available in the National Productivity Investment Fund package is directed to an alternative package of measures that will address a wider scope of active travel modes, alleviate growth and address safety concerns along the Otley Road Corridor.

Officers propose that the alternative package of measures 'Otley Road Sustainable Transport Measures' should be presented to the Harrogate and Wharfedale Area Constituency Committee in the near future.

Following the development of a package of measures these will be presented to BES Executive members and BES Corporate Director at a future BES Executive meeting for approval. A further climate change impact report will be included.

Legal implications have been considered and it should be noted that proposed Traffic Regulation Orders may be required for the development of future measures, this will be considered further once the final package of measures has been presented for final approval.

Sign off section

This climate change impact assessment was completed by:

Name	Melisa Burnham
Job title	Area Manager
Service area	Highways and Transportation
Directorate	Business and Environmental Services
Signature	<i>M Burnham</i>
Completion date	26/01/2023

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 26 January 2023

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North Yorkshire County Council

Business and Environmental Services

Executive Member for Highways and Transportation

10 February 2023

Update on Developing a New Local Transport Plan for North Yorkshire and Request to Consult

Report of the Assistant Director – Highways and Transportation

1.0 Purpose Of Report

- 1.1 To provide an update to the Corporate Director - Business and Environmental Services (BES) and the Executive Member for Highways and Transportation on the development of the new Local Transport Plan; and
- 1.2 to seek permission to run an initial public and stakeholder engagement.

2.0 Background

- 2.1 North Yorkshire's current Local Transport Plan (LTP) has been in place since 2016. Whilst the plan had a longer-term strategic horizon to 2040, it is considered good practice to update LTPs regularly and to provide delivery plans for a period of five years or fewer.
- 2.2 The Department for Transport (DfT) is currently developing new guidance for LTPs and also for a linked plan setting out our plans for Quantified Carbon Reduction. It was expected that this would be received in late 2022, but due to the changes in government, this has been delayed. It is now expected that the guidance will be received in Spring 2023. The DfT has advised that they are considering the impact of this 'revised timeline' on the delivery and implementation of new LTPs.
- 2.3 During the time since the last LTP was written, electric vehicles use has grown and in 2020 the government announced that the sale of internal combustion engine (ICE) vehicles will be banned from 2030. In addition, the Covid 19 pandemic has impacted significantly on how people live, work and travel, and there have been advances in policy and transport technology, all of which are not reflected in the current LTP.
- 2.4 Further, the County Council itself is moving towards local government reorganisation (LGR) and on 1 April of this year will become a unitary authority, North Yorkshire Council, bringing together the North Yorkshire District, Borough and County Councils. In the Autumn of 2023, North Yorkshire is set to become part of the proposed Combined Authority for York and North Yorkshire. Under this arrangement, a Combined Authority will be created, with a Mayor for the region elected in May 2024. The Combined Authority working with the constituent councils will become responsible for the control of a Key Route Network, which is yet to be defined, and a new Strategic Transport Plan both of which are being developed by NYCC officers working jointly with City of York. The individual local authorities will outline their own transport priorities, which will be expressed in Local Delivery Plans, covering each unitary authority area. Again, the current LTP does not reflect this local government model.

2.5 In view of the above, officers have recommended that a complete redevelopment of the LTP is undertaken.

3.0 Progress to date

3.1 Officers have started work on preparing a project timeline, to meet the DfT's earlier suggested deadline of having a new LTP in place by the end of this parliament (December 2024). As noted above, the DfT has said that they are reconsidering timelines for implementation in view of the delayed publication of the LTP guidance, but officers will work to the existing timetable which is linked to Devolution and requires an LTP to be ready by April 2024. Whilst the LTP guidance has not been published, this does mean that there is a risk that some work may be abortive.

However, in view of the extensive work required to develop an LTP, it is recommended that work starts on developing the LTP as early as possible, in order to meet the DfT's currently published timescales and also to ensure that we have a new LTP in place for the planned Mayoral Combined Authority being in place.

3.2 Draft guidance has not as yet been issued by the DfT, however, information on the LTP (via webinars and newsletters) from DfT civil servants, has set out expectations that the new LTP will be presented in a different format to previous iterations, taking a form similar to a five-case model business case. In addition, the LTP must be vision-led and place focussed, with local planning authorities playing a key strategic role in the development of the plan.

3.3 NYCC and City of York Council (CYC) are progressing with plans for policy integration following the devolution deal announcement. Officers from transport planning are meeting weekly with colleagues from CYC to ensure that both authorities' LTPs are prepared in a complementary manner.

3.4 In addition to this, NYCC and CYC are considering how data gathering and analysis can be undertaken in a way which is consistent, and which makes best use of both authorities' resources. It is hoped that some of the data baselining work, which is expected to start soon, will be commissioned jointly by the two authorities, to take advantage of economies of scale.

4.0 Approach to consultation and engagement

4.1 NYCC officers from transport planning, with whom the responsibility for writing the plan sits, have begun working with colleagues in Corporate Communications to devise a strategy and delivery plan for the extensive consultation that the DfT will expect as part of the development of the new LTP.

4.2 As set out above, in order to move the project forward in a way which meets the DfT's timescales, and expectations in terms of public and stakeholder input, early engagement must be a key feature of the LTP development programme, and should continue throughout the process. It is expected that key stakeholders play a significant role in plan formation and scrutiny, with dialogue being two-way throughout the process.

4.3 It has been noted that, in view of the many recent engagement exercises that have taken place associated with LGR and devolution, there is a risk of 'consultation fatigue' (meaning that people become tired of responding to consultations). However, as part of the ongoing work that the authority have conducted due to LGR and Devolution, an initial data gathering exercise relating to transport could be run under the 'Let's talk' brand, which has been used recently for several engagement

exercises and has become a recognised approach. This will help to make engagement on transport part of a continuing conversation, rather than another new and separate consultation.

5.0 Reason for consultation

- 5.1 Whilst final draft guidance has not been published by the DfT, NYCC was asked as part of small group of authorities, to confidentially comment on the DfT's latest draft guidance.
- 5.2 This draft guidance, whilst clearly subject to change, gave a broad indication of the approach that the DfT wish to see authorities use in developing their LTP.
- 5.3 It set out that engagement at all levels is a fundamental requirement of, and moreover should be an ongoing process throughout, the plan development, with a wide range of stakeholders involved in forming the direction of the LTP.
- 5.4 In order to determine the initial direction of the LTP, it is appropriate and expected by the DfT that stakeholders and the public are asked their opinions on the strategic direction of the plan. This question will be asked in the context of emerging guidance from the DfT, which suggests that headline policy objectives are likely to relate to sustainable economic growth, improving transport for the user (safe, reliable, inclusive), and reducing environmental impacts.
- 5.5 Whilst there will be an expectation on authorities that in developing their LTPs they focus on the national strategic priorities as set out above, there will also be opportunity at a local level for consideration of how those objectives might be achieved and the types of approaches that are suited to the particular local authority context.
- 5.6 As the plan moves forward in development, there will be a need for further engagement, before the LTP is ultimately adopted.

6.0 Approach to consultation and engagement

- 6.1 DfT draft guidance suggests that an initial round of engagement undertaken at the start of the process should allow consideration of the government's policy objectives, but also to allow questions around future visioning to be asked. In order to do this though, a degree of contextual information must be provided. This needs to set out what the LTP is, conversely, what it isn't, and why it matters. Providing this information in a way that is engaging, useful, but also succinct and manageable will be key.
- 6.2 In addition to initial public engagement, it is also important that stakeholder engagement is undertaken. Stakeholders in the LTP will take a variety of forms; there will be inter departmental stakeholders, statutory stakeholders, and also stakeholders from groups, or organisations, or possibly even individuals who should be involved in the development of the LTP.
- 6.3 Officers from Transport Planning and Communications have been meeting regularly in preparation for the engagement that will be necessary for the plan. It is recommended that the initial engagement for the LTP is undertaken on the Commonplace platform, which has been used effectively as part of the LGR, and devolution projects. It is suggested that the engagement for the LTP is set under the 'Let's Talk' banner, as Let's Talk Transport.

- 6.4 As part of the Let's Talk series of engagement, some data and comments related to transport has already been collected. Some of that data will be of relevance to the LTP, and will, where appropriate, form part of the initial data gathering exercise.
- 6.5 The initial data gathering exercise will be very much focussed on trying to establish what should form the high-level strategic priorities for the LTP. In addition to understanding people's current concerns, it's also important to ask about views on the future and their vision. Once this data has been gathered it will help to form the strategic focus of the LTP.
- 6.6 The DfT has said that it expects that all new LTPs will be vision led; that is that the LTP sets out a strategic aim of what objectives should be achieved. The vision will then set the course for the approaches that are taken to achieve the objectives. This differs very much from the predict and provide approach that has historically been used in transport planning. To this end, the initial visioning approach will ask people to think about what their vision for the future is, and how they think that should be delivered.
- 6.7 One of the ways in which the engagement will try to establish prioritisation of spend and focus, is by asking a hypothetical budgeting question. This is likely to take the approach of the respondent being asked how they might choose to allocate spending from a theoretical budget of £100. A range of options will be available for options available could include buses, active travel, travel education, improved ticketing and information products, road safety, support for future mobility initiatives, EV changing points etc, network maintenance or building new roads.
- 6.8 Advice from the Communications unit is that particularly when asking for value judgements, and in the questions around visioning scenarios, use of 'feelings' as a barometer of opinion has proved particularly useful and effective.
- 6.9 The DfT is clear that engagement with harder to reach groups is an essential part of the approach for LTP development. Whilst a key part of the LTP engagement will be the use of the online Commonplace platform, it is important that alternative methods, including traditional paper-based surveys are available for those people who do not have internet access. Easy read, translated and young person's versions will also be provided.
- 6.10 Furthermore, to target people who might not normally engage, we plan to have staff in person at local, existing events such as markets, local meeting places such as shopping centres, leisure centres and points of interest. It has been recommended that these events are staffed by existing officers with support from colleagues service wide, where possible.
- 6.11 It is likely that this engagement will take place towards the end of the financial year. In advance of public consultation, there will need to be engagement and briefing of all elected Members, and also relevant colleagues. It is proposed that this will take place in early March 2023.

7.0 Second stage consultation

- 7.1 Further to the initial engagement, there will be a further requirement for engagement and consultation as the plan progresses. The form that this will take is yet to be determined, but it is likely that there will be stakeholder engagement through the development of the plan, and then a public consultation on the draft LTP once it has been fully developed. It is likely that the consultation at that stage will be used to

refine the plan, which will have been developed based on the vision and objectives developed as a consequence of the early-stage engagement. It is also planned that this will be co-ordinated with activities carried out by City of York Council as part of ensuring strategic alignment of the documents being developed by the two councils.

8.0 Equalities

8.1 There are no equalities issues arising as a direct consequence of this report. However, as noted above, it will be a priority objective of the engagement for the LTP to ensure that we collect data which is representative of the population of north Yorkshire, and that traditionally seldom heard groups are supported in participation (see Appendix A).

9.0 Finance

9.1 A budget is set aside for the development of the LTP which is a statutory responsibility of the council. In addition to the council's own funds, the DfT has issued a grant to authorities for development of their LTP which will be used to fund the necessary engagement. On 21 March 2022 the DfT notified Local Transport Authorities (LTA) of their revenue funding allocations for 2021/22 under the new Local Authority Capacity Fund with NYCC receiving an allocation of £178,571.43. The grant was provided primarily for the preparation for the launch of the new LTP guidance and to encourage LTAs to update their LTPs in line with guidance by the end of this parliament. While the grant was allocated in the financial year 2021/22, NYCC was not required to spend the money in that timeframe making it possible to align spend with the development of our LTP with the majority of costs being incurred in 2023/24.

10.0 Legal

10.1 There are no legal implications as a consequence of this report.

11.0 Climate Change

11.1 There are no climate change issues arising as a direct consequence of this report. However, climate change and decarbonisation will form a key part of the new LTP, with a quantified carbon reduction plan being developed alongside the LTP document. Climate change and environmental protection are one of the government's three key objectives for new LTPs, so there will be further detailed work on carbon as the plan progresses (see Appendix B).

12.0 Recommendation(s)

12.1 It is recommended the Corporate Director, BES, in consultation with the Executive Member for Highways and Transportation:

- a) notes this update report; and
- b) approves the request to undertake consultation and engagement as part of the development of the new Local Transport Plan.

Barrie Mason
Assistant Director – Highways and Transportation

Author of Report: Louise Anne Neale

Background Documents: None

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North Yorkshire County Council

Business and Environmental Services

Executive Member for Highways and Transportation

10 February 2023

Review of Highways Fees and Charges

Report of the Assistant Director – Highways and Transportation

1.0 Purpose of report

- 1.1 To seek approval from the Corporate Director – Business and Environmental Services (BES), in consultation with the BES Executive Member for Highways and Transportation, to increase Highways and Transportation Fees and Charges for the Financial Year 2023/24, in line with a recent fees and charges report to the Executive and the Corporate Fees and Charges Strategy.

2.0 Background

- 2.1 Highways fees and charges were reviewed in 2022 and following a report to the Corporate Director and BES Executive Member, they were increased in line with inflation.
- 2.2 More recently, in November 2022, the Corporate Director - Strategic Resources presented a report to the Executive, subsequently approved, which set out the approach to be taken in determining the fees and charges for 2023/24.

3.0 Methodology

- 3.1 The methodology contained in the report to the Executive has been used in setting the fees and charges for Highways and Transportation for the next financial year; these are set out further in Appendix 1. They have all had a flat rate 6% uplift to account for the effects of inflation, unless specifically excepted, eg commuted sums, which have increased at a higher rate in order to reflect latest construction costs and market rates.
- 3.2 The November 2022 Executive report also recognised the existence of North Yorkshire Council from 01 April and beyond this date, that services will begin to transform and review their service levels and operating models and that a full review of fees and charges (where applicable) will form part of that work.

4.0 Financial Implications

- 4.1 The Corporate Fees and Charges Strategy 2020 establishes a requirement to review fees and charges within Directorates on an annual basis in order to help raise income and lower the burden to Council Tax payers and ensure that the fee charged for a council service is reflective of the council's costs of provision.
- 4.2 The proposed schedule attached as Appendix 1 does not include all Highways and Transportation fees and charges. For areas of the service that have been the subject

of more significant cost increases, eg the NYCC Permit scheme, detailed cost exercises are being carried out to establish the current cost of provision, in order to ensure fees and charges are set at the right level. The outputs from these more detailed reviews will be presented to the Corporate Director and BES Executive Members at a later date.

- 4.3 More generally, this report proposes that Highways and Transportation fees and charges estimated income will increase from £3.4M for the 22/23 financial year to £3.6M in 2023/24. In the main, these increases are due to applied inflation since the previous fee review.

5.0 Equalities Implications

- 5.1 No equalities implications are considered to arise as a result of the proposed changes to Highways and Transportation Fees and Charges. Any increase is reflective of the cost of delivering the service and/or in line with the Consumer Price Index inflation rate. All the rates have previously been benchmarked against comparator authorities. An Equalities Impact Assessment screening from has been completed, see Appendix 2.

6.0 Climate Change Impact Assessment

- 6.1 No climate change impact is considered to arise as a result of the proposed Highways and Transportation Fees and Charges, see Appendix 3.

7.0 Legal Implications

- 7.1 The methodology adopted for increasing the Highways and Transportation fees and charges is consistent with the November 2022 report to the Executive, which indicated that the Fees and Charging Policy applies to services where there is a legal power to charge for the service and discretionary services.
- 7.2 Section 93 of the Local Government Act 2003 and Section 3 of the Localism Act 2011 gives local authorities power to charge for discretionary services. Discretionary services are those services that a local authority is not required to provide but may do so voluntarily.
- 7.3 The charging powers do not apply where there is a power to charge for a particular service elsewhere in other legislation, or where other legislation expressly excludes an authority from charging.

8.0 Recommendations

- 8.1 It is recommended that the Corporate Director, Business and Environmental Services, in consultation with the BES Executive Member for Highways and Transportation, approve the revised set of Highways and Transportation fees and charges as set out in Appendix 1.

BARRIE MASON
Assistant Director – Highways & Transportation

Author: Allan McVeigh
Background Documents: None

Current and Proposed Fees and Charges

Title	NYCC Current price	New Price	Comment
Abnormal loads notification	No fee		Legislation states no fee applicable
Traffic speed and flow data (where available) Per site. Where non-standard reports are requested this fee will increase. Applicants will be notified prior to charges. Where the request is received from a member of the public and is straightforward the fee may be waived.	£55.07	£58.37	
Traffic speed and flow data (where available) Per hour (or part hour). Where non-standard reports are requested this fee will increase. Applicants will be notified prior to charges. Where the request is received from a member of the public and is straightforward the fee may be waived.	£46.60	£49.39	
Over-sail of the highway by crane and cable spanning the highway applications	£152.50	£161.65	
Office time spent dealing with requests for commercial events on the highway	£46.60	£49.39	
Office time spent dealing with applications from external organisations to carry out traffic surveys on the public highway	£46.60	£49.39	
Skip licences 2 week licence.	£76.25	£80.82	
Skip licences Early start fee (if licence is required within 3 days of request).	£29.65	£31.43	
Skip licences Failure to comply with the licence conditions will result in a further inspection fee.	£58.25	£61.74	
Skip licences No licence extensions. If a skip needs to be in situ for longer than 2 weeks then an additional fee will apply.	£76.25	£80.82	
Skip licences If an un-licensed skip is found on the highway.	£164.15	£173.99	
Scaffold / hoarding licences Standard (<10m height) Licence fee (4 weeks)	£210.74	£223.39	
Scaffold / hoarding licences Standard (<10m height) Early start fee	£29.65	£31.43	
Scaffold / hoarding licences Standard (<10m height) Extension fee	£93.19	£98.78	
Scaffold / hoarding licences Non-standard (> 10m height) Licence fee (4 weeks)	£210.74	£223.39	
Scaffold / hoarding licences Non-standard (> 10m height) Early start fee	£29.65	£31.43	
Scaffold / hoarding licences Non-standard (> 10m height) Extension fee	£93.19	£98.78	

Scaffold / hoarding licences Retention scaffold Licence fee (4 weeks)	£420.42	£445.65	
Scaffold / hoarding licences Retention scaffold Early start fee	£29.65	£31.43	
Scaffold / hoarding licences Retention scaffold Extension fee	£93.19	£98.78	
Scaffold / hoarding licences Tower scaffold (if removed daily) Licence fee (4 weeks)	£34.95	£37.04	
Scaffold / hoarding licences Tower scaffold (if removed daily) Early start fee	£29.65	£31.43	
Scaffold / hoarding licences Tower scaffold (if removed daily) Extension fee	£18.00	£19.08	
Scaffold / hoarding licences Hoarding (remaining width of footway 1.5m+) Licence fee (4 weeks)	£104.84	£111.13	
Scaffold / hoarding licences Hoarding (remaining width of footway 1.5m+) Early start fee	£29.65	£31.43	
Scaffold / hoarding licences Hoarding (remaining width of footway 1.5m+) Extension fee	£93.19	£98.78	
Scaffold / hoarding licences Hoarding (remaining width of footway <1.5m) Licence fee (4 weeks)	£210.74	£223.39	
Scaffold / hoarding licences Hoarding (remaining width of footway <1.5m) Early start fee	£29.65	£31.43	
Scaffold / hoarding licences Hoarding (remaining width of footway <1.5m) Extension fee	£93.19	£98.78	
Street café license Application fee Up to 5 tables or Up to 10m2 - plus works costs	£292.29	£309.82	
Street café license Application fee Over 5 tables or Over 10 m2 - plus works costs	£526.32	£557.90	
Street café license Application fee - Amount non refundable	£93.19	£98.78	
Street café license Annual renewal fee Up to 5 tables or Up to 10m2	£76.25	£80.82	
Street café license Annual renewal fee Over 5 tables or Over 10 m2	£134.49	£142.56	
Building materials licence	£76.25	£80.82	
Highway projection licence	£152.50	£161.65	
Cellar opening licence	£46.60	£49.39	
Temporary Traffic Regulation Orders up to and including 18-month closure - (plus advertising costs)	£468.08	£496.16	
Temporary Traffic Regulation Orders 5 day closure	£350.53	£371.56	
Temporary Traffic Regulation Orders Emergency closure	£350.53	£371.56	
Temporary Traffic Regulation Orders Event closure - for a new event	£350.53	£371.56	
Temporary Traffic Regulation Orders Recurring event (plus advertising at cost)	£175.79	£186.34	
Temporary Traffic Regulation Orders Additional charges will be applied where further work is required in relation to a temporary closure at an hourly rate of:	£46.60	£49.39	
Rechargeable works admin fee – Damage works Work costs <£500	£52.95	£56.13	
Rechargeable works admin fee – Damage works Work costs £500 - £1,000	£105.90	£112.25	

Rechargeable works admin fee – Damage works Work costs >£1,000 20% of total			
Con29 Highway Search, Standard Highway search (VAT included)	£50.40	£53.42	
CON29 Highway Search Optional Questions Q4	£15.62	£16.56	
CON29 Highway Search Optional Questions Q21	£4.32	£4.58	
CON29 Highway Search Optional Questions Q22	£21.72	£23.02	
Non-CON29 Highway Enquiry (inc a plan (upto 100m) and CON29 type questions but not in accordance with the Local Authorities (Charges for Property Searches) Regulations 2008	£62	£65.72	VAT not applicable
Section 6 of the 2006 Act CA1 Creation of a right of common over existing common land	£295	£312.70	
Section 6 of the 2006 Act CA1 Creation of a right of common over existing common land Creation of a right of common resulting in the registration of new common land	Free		Legislation states no fee applicable
Section 7 of the 2006 Act CA2, Variation of a right of common	£295	£312.70	
Section 7 of the 2006 Act, CA2, Variation of a right of common resulting in the registration of new common land	Free		Legislation states no fee applicable
Section 8 of the 2006 Act CA3, Apportionment of a right of common	£295	£312.70	
Section 10 of the 2006 Act, Attachment of a right of common	Free		Legislation states no fee applicable
Section 11 of the 2006 Act CA5 Reallocation of attached rights	£295	£312.70	
Section 12 of the 2006 Act, CA6, Transfer of a right in gross	£110	£116.60	
Section 13 of the 2006 Act CA7, Surrender or extinguishment of a right of common	£220	£233.20	
Section 4, paragraph 8 of the 2006 Act CA8, Statutory disposition pursuant to section 14 of the 2006 act (including the exchange of land for land subject to a statutory disposition)	£440	£466.40	
Section 15(1) or Section 15(8) of the 2006 Act CA9 Registration of a new town or village green by the owner or someone other than by the owner	Free		Legislation states no fee applicable
Section 19 of the 2006 Act CA10 Correction, for a purpose described in section 19(2)(d)	£50	£53.00	

Section 19 of the 2006 Act CA10 Correction, for a purpose described in 19(2)(b) or €	£295	£312.70	
Section 19 of the 2006 Act, CA10 Correction, for a purpose described in Section 19(2)(a) or (c)	Free		Legislation states no fee applicable
Schedule 1, paragraph 19(6)(b), to the 2006 Act CA11 Severance by transfer to public bodies	£75	£79.50	
Schedule 1, paragraph 3 (7)(b), to the 2006 Act CA12	£220	£233.20	
Schedule 2, paragraphs 6 - 9, to the 2006 Act CA13 Deregistration of certain land registered as common land or as a town or village green	£1,470	£1,558.20	
Schedule 2, paragraph 2 or 3, to the 2006 Act CA13 Non-registration of common land or town or village green	Free		Legislation states no fee applicable
Schedule 2, paragraph 4, to the 2006 Act CA13, Waste land of a manor not registered as common land	Free		Legislation states no fee applicable
Schedule 2, paragraph 5, to the 2006 Act CA13 Town or village green wrongly registered as common land	Free		Legislation states no fee applicable
Schedule 3, paragraph 2 or 4, to the 2006 Act CA14 Creation of a right of common, statutory disposition (including the exchange of land for land subject to a statutory disposition) and variation	£405	£429.30	
Schedule 3, paragraph 2 or 4, to the 2006 Act, CA14, Apportionment of a right of common (to facilitate any other purpose)	£370.00	£392.20	
Schedule 3, paragraph 2 or 4, to the 2006 Act CA14 Surrender or extinguishment of a right of common, severance of a right of common, transfer of a right in gross	£250.00	£265.00	
Regulation 43 of the Commons Registration (England) Regulations 2014 CA15 Declaration of entitlement to exercise a right of common	£70.00	£74.20	
Section 15A(1) of the 2006 Act, CA16 Deposits under section 31(6) of the Highways Act 1980 and section 15A(1) of the Commons Act 2006	£390.00	£413.40	
	Any additional notices		
	£30.00	£31.80	

General Enquiry Requesting a copy of a register/ plan	£15.89	£16.84	
S38 Superintendence fees, 10% of calculated bond value. Minimum fee for both Section 38 and 278 Agreements £2,000.	10% of bond value		Subject of a separate review
S278 Superintendence fees, 10% of calculated bond value. Minimum fee for both Section 38 and 278 Agreements £2,000.	10% of bond value		Subject of a separate review
S278 Supervision fees for 278 agreement work where the Highway Development Service has been used - 8.5% of bond value	8.5% of bond value		Subject of a separate review
Stopping up order Officer time spent dealing with an application will be charged at an hourly rate as listed. Other external costs incurred by the County Council will be recharged to the applicant.	£46.60	£49.39	
Stopping up order Other external costs are also charged to the customers.	Variable	Variable	
Stopping up order Initial fee the applicant must pay with the initial request, the balance must be settled prior to the application to the Magistrates Court.	£876.86	£929.47	
H-Bar Markings	£234.04	£248.08	
Request from consultants / private companies for 'new' information	£46.60	£49.39	
Structures approval Hourly rate of officer time spent assessing new structures proposed by developers	£46.60	£49.39	
Structures approval Initial request fee the applicant must pay (the balance must be settled with the request for signature of the Approval in Principle (AIP))	£116.49	£123.48	
Application from developer for a Traffic Regulation Order amendment	£46.60	£49.39	
Mobile mechanical plant machinery e.g. cherry picker, scissor lifts and cranes (one day or less) There is no charge for mobile mechanical plant machinery that is on site for one day or less.	No fee		
Mobile mechanical plant machinery e.g. cherry picker, scissor lifts and cranes (more than one day) £144.00 for a 2 week licence	£152.50	£161.65	
Mobile mechanical plant machinery e.g. cherry picker, scissor lifts and cranes (more than one day) Early start fee (if licence is required within 3 days of request).	£29.65	£31.43	
Mobile mechanical plant machinery e.g. cherry picker, scissor lifts and cranes (more than one day) If mobile mechanical plant machinery needs to be in situ for longer than 2 weeks then an additional weekly extension fee will apply:	£93.19	£98.78	
Mobile mechanical plant machinery e.g. cherry picker, scissor lifts and cranes (more than one day) Failure to comply with the licence conditions will result in a further inspection fee of:c	£58.25	£61.74	

Tourist Traffic Signs Initial assessment fee (non-refundable).	£174.74	£185.22	
Tourist Traffic Signs Additional charges will be applied where further work is required in relation to an application at an hourly rate:	£46.60	£49.39	
Road safety audits	£46.60	£49.39	
Temporary excavation in the Highway (s171 HA) and licence to place and maintain/repair apparatus in the Highway (s50 NRSWA) Total	£331.00	£352.03	
Temporary excavation in the Highway (s171 HA) and licence to place and maintain/repair apparatus in the Highway (s50 NRSWA) Licence fee	£181.00	£193.03	
Temporary excavation in the Highway (s171 HA) and licence to place and maintain/repair apparatus in the Highway (s50 NRSWA) Inspection fee x 3	£150.00	£150.00	Unable to raise as statutory fee figure
Temporary excavation in the Highway (s171 HA) and licence to place and maintain/repair apparatus in the Highway (s50 NRSWA) Coring fee	£92.00	£97.85	
NYCC Permit Scheme			BES Executive Members' report pending
Attachment of New Christmas Displays to NYCC street lighting columns			BES Executive Members' report pending
Attachment of new CCTV, ANPR, wi-fi, IoT Sensors to NYCC street lighting columns			BES Executive Members' report pending
Ongoing, annual fee for attaching displays, CCTV/ANPR, flower baskets, banners, wi-fi, bunting, VAS, IoT Sensors, temp signs to NYCC street lighting columns. Covers additional structural testing requirements.			BES Executive Members' report pending
Commuted sums	As per existing commuted sums fees schedule	30% increase on existing fees schedule	Existing fees schedule can be found at: https://www.northyorks.gov.uk/site/default/files/fileroot/Transport%20and%20streets/Roads%2C%20highways%20and%20pavements/28%20

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			Commuted%20Sums Interim%20Guidance%20Note Highway%20Design%20Guide%20Publication%20-%20accessible.pdf
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Initial equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
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	Business and Environmental Services		
Service area	Highways and Transportation		
Proposal being screened	Highways Fees & Charges Review		
Officer(s) carrying out screening	Allan McVeigh		
What are you proposing to do?	Amend the Highway Fees & Charges Rates		
Why are you proposing this? What are the desired outcomes?	Corporate requirement to review fees and charges on an annual basis, in order to ensure full cost recovery.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristic 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 a significant 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 Equality rep for advice if you are in any doubt.			
Protected characteristic	Yes	No	Don't know/No info available
Age		No	
Disability		No	
Sex (Gender)		No	
Race		No	
Sexual orientation		No	
Gender reassignment		No	
Religion or belief		No	
Pregnancy or maternity		No	
Marriage or civil partnership		No	
NYCC additional characteristic			
People in rural areas		No	
People on a low income		No	
Carer (unpaid family or friend)		No	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	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? Please explain why you have reached this conclusion.	No		
Decision (Please tick one option)	EIA not relevant or proportionate:	X	Continue to full EIA:
Reason for decision	To allow the County Council to recover all costs associated with the delivery of Highways Services,		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	31/01/23		



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

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 in the summary section of the form below.

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

Title of proposal	Review of Highways Fees and Charges
Brief description of proposal	Review of Highways Fees and Charges to ensure the County Council charges the correct rate for its services
Directorate	Business & Environmental Services
Service Area	Highways and Transportation
Lead Officer	Allan McVeigh
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	January 2023

Options appraisal

The Highways Fees and Charges need to be revised to reflect the actual cost of services to the County Council

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

The review and implementation of the new fees and charges should have a positive effect on council budgets ensuring the correct fee or charge is received for that service. It will be cost neutral

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<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 relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>		x				
	<p>Emissions from construction</p>		x				
	<p>Emissions from running of buildings</p>		x				
	<p>Other</p>		x				

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			
Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		X			
Enhance conservation and wildlife		X			
Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape		X			
Other (please state below)		X			

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

n/a

Summary

In summary, no climate change impact is considered to arise as a result of the proposed Highways and Transportation Fees and Charges.

Sign off section

This climate change impact assessment was completed by:

Name	Allan McVeigh
Job Title	Head of Network Strategy
Service Area	Highways & Transportation
Directorate	Business & Environmental Services

Signature	
Completion Date	09/01/23
Authorised by relevant Assistant Director (Signature)	<i>Barrie Mason</i>
Date	31/01/23

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