

- Meeting of** Harrogate and Knaresborough Area Constituency Committee
- Members:** Councillors Pat Marsh (Chair), Monika Slater (Vice-Chair), Chris Aldred, Philip Broadbank, Sam Gibbs, Hannah Gostlow, Michael Harrison, Paul Haslam, Peter Lacey, John Mann, Mike Schofield, Matt Walker and Robert Windass.
- Date:** Thursday, 14th September, 2023
- Time:** 10.00 am
- Venue:** Council Chamber, Harrogate Civic Centre, St Luke's Avenue, Harrogate HG1 2AE. This meeting will be live-streamed.

Members of the public are entitled to attend this meeting as observers for all those items taken in open session. Please contact the Democratic Services Officer whose details are at the foot of the first page of the Agenda if you would like to find out more.

This meeting is being held as an in-person meeting that is being broadcasted and recorded and will be available to view via [www.northyorks.gov.uk/livemeetings](http://www.northyorks.gov.uk/livemeetings)

Recording is allowed at Council, committee and sub-committee meetings which are open to the public, please give due regard to the Council's protocol on audio/visual recording and photography at public meetings, a copy of which is available to download below. Anyone wishing to record is asked to contact, prior to the start of the meeting, the Democratic Services Officer whose details are at the foot of the first page of the Agenda. We ask that any recording is clearly visible to anyone at the meeting and that it is non-disruptive. <http://democracy.northyorks.gov.uk/>

## AGENDA

- 1. Welcome by the Chairman, introductions and apologies for absence:**
- 2. Minutes of the Meeting held on 8 June 2023:** (Pages 5 - 22)
- 3. Declarations of Interest**  
All Members are invited to declare at this point any interests they have in items appearing on this agenda, including the nature of those interests.

Enquiries relating to this agenda please contact Mark Codman Tel:  
or e-mail

Website: [www.northyorks.gov.uk](http://www.northyorks.gov.uk)

**4. Public Participation**

Anyone who would like to ask a question or make a statement at the meeting should email notice of their wish to do so, including the full text of what they intend to say, to Mark.Codman@northyorks.gov.uk as soon as possible, and by midday on Monday 11 September 2023 at the latest. Speakers are each asked not to exceed 3 minutes' speaking time and to read out only the statement/question of which they have submitted notice, without adding to or altering it. No person may submit more than one question or statement. No more than one question may be asked, or statement made, on behalf of one organisation. The overall time available for public questions or statements is 30 minutes.

If you are asking a question or making a statement at this meeting but do not wish to be recorded, please inform the Chairman who will instruct those taking a recording to cease whilst you speak.

**5. Petition referred to the committee for consideration - EV (Pages 23 - 28)  
Charging Points Installation in Knaresborough:**

Report of the Assistant Chief Executive - Legal and Democratic Services.

**6. Presentation from Knaresborough Town Council: Thriving  
Knaresborough – 2030:**

Presentation from Knaresborough Town Councillor David Goode covering community development activities in Knaresborough. Preparedness for Double Devolution. Issues Knaresborough faces and Asks of ACC/NYC.

**7. Review of Petition 'For a maximum speed of 20mph on roads in (Pages 29 - 46)  
south and west Harrogate to improve road safety':**

Report of the Corporate Director of Environment.

**8. Otley Road Sustainable Transport Measures – West of Harrogate: (Pages 47 - 74)**

Report of the Corporate Director of Environment.

**9. Harrogate Transport Projects - Oatlands feasibility results: (Pages 75 - 88)**

Report of the Corporate Director of Environment

**10. The role of the ACC in Community Resilience:**

Presentation from the Head of Resilience and Emergencies

**11. Update from Working Groups:**

Any updates from the Chairs of the following working groups:

- Update from the Climate Working Group:
- Update from the Bathing Water Working Group:
- Update from the Voluntary Sector Working Group:
- Update on Harrogate Station Gateway Working Group:

**12. Committee Work Programme (Pages 89 - 96)**

Report of the Democratic Services and Scrutiny Manager.

Purpose of the report: To ask Members to consider, amend and add to the Committee's work programme.

**13. Any Other Items**

Any other items which the Chair agrees should be considered as a matter of urgency because of special circumstances.

**14. Date of Next Meeting**

Thursday 23 November 2023 10:00 am

Barry Khan  
Assistant Chief Executive  
(Legal and Democratic Services)

County Hall  
Northallerton

Wednesday, 6 September 2023

This page is intentionally left blank

## North Yorkshire Council

### Harrogate and Knaresborough Area Constituency Committee

Minutes of the meeting held at Harrogate Civic Centre on Thursday 8 June 2023 commencing at 10.00am.

Councillors Present: Councillors Chris Aldred, Philip Broadbank, Sam Gibbs, Hannah Gostlow, Michael Harrison, Paul Haslam, John Mann, Pat Marsh, Mike Schofield, Monika Slater, Matt Walker and Robert Windass

In Attendance: Councillors George Jabbour and Carl Les

Officers present: Mark Codman (Democratic Services Officer), Charles Casey (Democratic Services Officer), Daniel Harry (Democratic Services and Scrutiny Manager), Allan McVeigh (Head of Network Strategy, Highways and Transportation) Richard Binks (Head of Major Projects and Infrastructure)

Apologies: Councillor Peter Lacey

---

#### Copies of all documents considered are in the Minute Book

---

#### 01 Election of Chair

Mark Codman, Democratic Services for North Yorkshire Council, welcomed everyone to the meeting.

Mark Codman stated that as this was the first meeting of the committee following the Annual Meeting of 2023, the first item of business would be the election of a Chair.

There were two nominations for the position of Chair of the committee:

Councillor Pat Marsh

Proposed by Cllr Philip Broadbank Seconded by Cllr Matt Walker

Cllr Paul Haslam

Proposed by Cllr Robert Windass Seconded by Cllr Michael Harrison

There was a proposal to have a shared Chairmanship between the two candidates:

Proposed by Cllr Sam Gibbs Seconded by Cllr John Mann

A vote was then taken, there were 5 votes for the proposal and 7 against with no abstentions and the proposal was therefore defeated.

A vote was then taken for the two nominations for Chair:

Councillor Paul Haslam

There were 5 votes for 6 against and 1 abstention

Councillor Pat Marsh

There were 7 votes for 0 against and 5 abstentions

Councillor Pat Marsh was therefore elected as Chair of the committee.

**Resolved –**

That Councillor Pat Marsh be elected Chair, to serve until the first meeting of the Committee following the Annual Meeting of the Council in 2024.

---

**Councillor Pat Marsh in the Chair**

---

**02 Minutes of the meeting held on 16 March 2023**

Mark Codman explained that an updated version of the minutes was circulated at the meeting reflecting comments from Councillor Chris Aldred. An amended copy was circulated to members of the committee at the meeting and Cllr Aldred confirmed that they reflected his comments.

**Resolved –**

That the minutes of the meeting held on 16 March 2023, as amended, be taken as read and confirmed and signed by the Chair as a correct record.

**Minutes of the Special Meeting held on 5 May 2023**

Mark Codman explained that the minutes would be amended to include those In Attendance and the names of the organisations for the three representatives that spoke at the meeting.

**Resolved –**

That the minutes of the special meeting held on 5 May 2023, as amended, be confirmed and signed by the Chair as a correct record.

**03 Election of Vice-Chair**

Councillor Pat Marsh invited nominations for the Vice-Chair of the Committee, to serve until the first meeting of the Committee following the Annual Meeting of the Council in 2024.

There were two nominations for the position of Vice-Chair of the committee:

Councillor Monika Slater

Proposed by Cllr Philip Broadbank Seconded by Cllr Matt Walker

Cllr Paul Haslam

Proposed by Cllr Robert Windass Seconded by Cllr John Mann

A vote was then taken for the two nominations for Vice-Chair:

Councillor Paul Haslam

There were 5 votes for 6 against and 1 abstention

Councillor Monika Slater

There were 7 votes for and 5 abstentions

Councillor Monika Slater was therefore elected as Vice-Chair of the committee.

**Resolved –**

That Councillor Monika Slater be elected Vice-Chair, to serve until the first meeting of the Committee following the Annual Meeting of the Council in 2024.

**04 Apologies for absence**

Councillor Peter Lacey's apologies were noted.

**05 Declarations of interest**

No declarations of interest were made at the meeting.

**06 Public Questions and Statements**

The Chairman advised that four notices had been received from members of the public who wished to make statements or ask questions at this meeting.

**The following public statement was read out by Rene Dziabas- On behalf of the Western Arc Coordination Group (WACG) consisting of:**

- North Rigton PC
- Pannal & Burn Bridge PC
- Beckwithshaw PC
- Harlow & Pannal Ash Residents Association
- Duchy Residents Association
- Hampsthwaite Action Group

This statement is being made on behalf of the Western Arc Coordination Group (WACG), and its purpose is to register our complete dissatisfaction concerning the lack of progress with the production of a West Harrogate Infrastructure Strategy (WHIS) and associated Infrastructure Delivery Schedule (IDS).

For many years now we have expressed our concern that the equivalent of a small town, approximately 4000 dwellings, is being proposed for the western arc of Harrogate without an improved infrastructure able to support such a massive development. By infrastructure we are not just referring to roads, but to schools, medical facilities, bus services, etc. It also needs to be noted that all of this ultimately tracks back to a Local Plan process that started more than a decade ago, and in many respects is now out of date.

The time allotted today is not sufficient to go over the background to this work, but nearly a year ago HBC and NYCC presented us with a draft `Mitigation Summary Pack`, solely concentrating on highways. At the time we expressed the view that much of this work came over as incoherent and lacking any real structure but we were assured that a complete WHIS and associated IDS would be made available in October of last year. Council representatives assured us that these documents

would include clear objectives, clear deliverables, timings, supporting data and financial costings. This was a Council commitment, not one invented by us as stakeholders. Yet here we are in mid-2023 and the latest position is that consultants are still looking at the viability of what previous consultants have proposed.

So far, we have seen no hard detail whatsoever in relation to the WHIS and IDS, and no offer of meaningful engagement with the community. Recent correspondence would seem to indicate further delays. Therefore, our overall concern is that this work, when it eventually emerges, will deliver an ineffective and inadequate package.

As a group we have always expressed our willingness to be involved in discussions relating to issues of concern to our community, and to play a positive role, but the reality is that we are now some years on and we have seen nothing that convinces us that there is any sort of a plan in place that will really help to mitigate the strains on the infrastructure to the west of Harrogate. And, before somebody raises the matter, the Parameters Plan as it stands will not achieve this.

We therefore respectfully ask for meaningful consultations to take place with community representatives before the above key documents are finalised, and that our concerns are made known to the Executive Committee.

**Mark Codman (Democratic Services) read out the following statement on behalf of the Council's Planning and Transport officers:**

The current, adopted Harrogate District Local Plan, adopted Supplemental Planning Documents and site specific documents such as the West Harrogate Parameters Plan (WHPP) create a clear framework to achieve a co-ordinated strategic development at West Harrogate. These have wide ranging infrastructure delivery at their heart and strive to provide high quality place-making which supports sustainable growth. Planning applications for development in the West Harrogate area will be considered against this existing policy framework. Appropriate trigger mechanisms will be included in s106 agreements to ensure that infrastructure directly related to the developments is delivered in a timely way over the life of the development. Opportunity for input by the local community into policy documents has been carried out through statutory periods of consultation. Additional engagement and information updates for key stakeholders have been provided on a number of occasions over the last couple of years.

The current infrastructure work being carried out by officers and appointed consultants will add detail to the important framework provided by the adopted Harrogate District Local Plan and West Harrogate Parameters Plan (WHPP). The Infrastructure Delivery Schedule (IDS) is an appendix to the WHPP and will remain so, with updates only where there were gaps in detail at the time of the WHIDS sign off in February 2022. The West Harrogate Infrastructure Document (WHIDS) takes the details of the Plan WHPP and the Schedule IDS, setting out the mechanism of how the infrastructure across a number of adjacent sites will be co-ordinated. The Schedule WHIDS is intended as a tool for the implementation stage of these schemes, not a policy document.

To support the Highways Authority in assessing the transport mitigation strategy for West Harrogate, HBC and NYCC (now NYC) jointly commissioned consultants to carry out a buildability review and costings exercise. This will provide clarification and certainty for future application determinations, accompanying s106 agreement and assist delivery of the transport works. Whilst the majority of this commission was carried out in Autumn 2022, the complex, technical nature of the work means it



is not yet complete. Officers are prioritising this work; however the nature of strategic projects does sometime involve unforeseen delays. We anticipate being in a position to hold further stakeholder engagement sessions in the next couple of months, prior to finalising documents. In addition, the Current planning applications for West Harrogate remain live and further re-consultation for consultees and the public will be carried out following any resubmission package from the applicants and prior to formal determination of the planning applications.

Thanks”

Councillor Chris Aldred expressed his support for the Member of the public’s statement agreeing that there had been no substantial progress over the course of the last year. Members of the public were keen to know what the plan was for the West of Harrogate infrastructure and he hoped that now that the North Yorkshire Local Government Reorganisation was well underway that progress could be made on developing the detailed plan.

**The following public statement was read out by Alison Haywood regarding the Planning Committee meeting held on Wednesday 31 May 2023:**

Consideration of planning application 20/01333FULMAJ, application to build 53 houses on land off Knox Lane, Harrogate.

This statement is given on behalf of the residents in the Knox and Bilton communities who have expressed their opposition to the proposed development in this application, very many of whom are extremely disappointed and outraged at the process followed during the meeting mentioned above. We believe that it was unconstitutional and contrary to the principles of fair representation of the community.

Although we are disappointed in the result, this statement is relating to the process of the meeting rather than the ensuing result.

We ask this Constituency meeting to reflect on the failures in the conduct of the planning meeting and consider how to correct the injustice to local community democracy.

The major – but not exclusive – considerations are as follows

1. Once again, for the second time, the meeting to discuss this application was held during half-term holiday. There has been a very strenuous case and well-documented problems raised by local residents about the hazards associated with this development. Why has it been scheduled again for a time when it is likely to be less convenient for local residents to attend? Especially when there happens to be no live streaming which is invaluable to people who cannot attend in person?
2. The proceedings were not available for public viewing on live streaming due to unexplained “technical issues”. This is in contravention of good practice established by HBC and many other local authorities over the past several years.
3. The effect is that there is no record of the meeting available to the public; this is contrary to the right to public scrutiny and record.
4. From the evidence of the minutes published it also led to an inability to write an adequate record of the discussion and decisions taken.
5. No warning was given of these difficulties before the meeting, and when the Chair announced that there would be no live stream, she should - at the same time - have told the attendees that there would be no recording either and they were at liberty to make their own notes and record the meeting themselves. This did not occur and so the public was disadvantaged, and open government principles were compromised.

6. Is it really the case that a Committee member must provide – on the spot, during a committee meeting and without reference to independent expertise - the fully referenced technical details, with complete explanations of the contravention of planning law and NYC rules - in order to successfully counter any legal arguments which may be put forward if there were to be an appeal submitted by the applicant? Does not the Committee provide the recommendation and the Legal Department provide the minutiae of the legal defence?
7. It also highlighted that the elected representatives of the public interest had not received adequate training in the rules which have been changed since the HBC was subsumed within the NYC. This made it impossible for them to do their job and serve their community effectively.
8. There is a case to answer that this has allowed a miscarriage of the intent of the committee and we would be grateful for your full consideration of these issues.

**The following public question was read out by Adele Laurie-Wilson regarding the Planning Committee meeting held on Wednesday 31 May 2023:**

**Statement/question**

I wish to bring to the attention of the Committee the failings that I perceive occurred at the Harrogate and Knaresborough Area Constituency Planning Committee on Wednesday, 31st May, 2023, 2.00 pm. This is in connection with planning application 20/01333/FULMAJ for 53 domestic dwellings off Knox Lane Harrogate.

**Background**

The application is a long running and contentious application that has received many objections on the planning portal. The application has had many alterations and amendments and has been brought to the planning committee on three occasions. I have been to these planning meetings and am concerned with the processes that do not appear to have been followed by the council, in effect rendering the Planning Committee powerless.

**Failure to comply with reasons for deferral**

On 14 February 2023, the noted planning application was deferred for two reasons. One to undertake further sample testing on the old railway lines for possible contaminants. It was requested this testing strategy be agreed with the planning committee before it is undertaken, also to gain further information from Northern Powergrid re risks from power cables.

The application was brought back to the Committee on 31 May 2023, with neither of the two deferral points being completed.

The planning officer put this application forward with the recommendation to “Approve in principle”, why, when the requested information remained unavailable. I also note the huge number of conditions that have been attached to this application.

**Livestream and recording**

Despite the agenda for 31 May 2023, noting:

This meeting is being held as an in-person meeting that is being broadcasted and recorded and will be available to view via the following link

[www.northyorks.gov.uk/livemeetings](http://www.northyorks.gov.uk/livemeetings)

It was announced at the start of the meeting that the livestream was not happening due to technical issues.

Given the huge level of local opposition and interest, many interested parties planned to watch this or the subsequent recording to avoid taking time away from

other commitments, such as work. However, I would have anticipated it would have still been recorded and uploaded later as there are many easy ways of recording a meeting. It transpires no recording took place.

### **Motion not allowed to be voted on and stance of council employees**

The application did not get any Committee member seconding the published motion as the majority of the Committee were clearly unhappy with the application. One Committee member listed six different reasons why he opposed the application and proposed that the application be refused, this was seconded by a second committee member. I was appalled at the conduct of the Council's solicitor and the two council planning officers, who to all intents and purpose made it clear that they did not want the Committee to reject this application and cited possible legal costs of an appeal from the developer. The motion was not allowed to be voted on, this surely is in contravention of the democratic process. The application was again deferred on the very same grounds as the meeting on 14 February 2023.

### **Lack of ability to ask question of speakers or correct factually incorrect statements**

I am concerned at the process whereby the Committee cannot ask questions of the speakers. I was also concerned that the speakers and objectors cannot note to the meeting where the replies that are given are factually incorrect. I raised an issue about the land being in a special landscape area, the planning officer incorrectly informed the Committee that only part of the area is in the SLA and not the development site. This is incorrect, the whole site is in the SLA. The solicitor noted that that the railway embankment would be removed offsite for testing, the toxicology specialist speaker wished to note that the testing must be done on site, he was not allowed to do this.

### **Minutes omitting key parts of the meeting**

The published draft minutes exclude large parts of the meeting, ie any content of the speakers and objectors delivery in the meeting, the details of the Committees debate, the frustration of the Committee that they were not allowed to ask questions of the applicant's representative or any of the speakers, the Committee members desire to reject the application and the motion that was not allowed to be voted on. This is especially poor given the lack of any recording or livestreaming.

### **Question**

Given the above failings, i.e. why was the application allowed to be put before the Committee again and why is the Committee not allowed to ask questions or vote on a motion that has been proposed and seconded? I would ask this Committee to consider if the current planning committee is being given the powers to truly consider and question planning applications or are they redundant and planning applications are now decided by the planning officers and the solicitor?

### **Mark Codman (Democratic Services) read out the following statement on behalf of the Council's Legal, Planning and Democratic Services :**

The Council apologises for the lack of a live-stream, the issue was only discovered on the morning of the meeting and could not be resolved. It has never been the practice at Harrogate to record meetings, live streaming was introduced to enable the public to watch meetings safely during covid and recordings were only ever incidental to this. As the audio visual system was not working it would not have been possible to record the meeting. There is no requirement under law for public meetings to also be live streamed or recorded, and there is no 'public right' that recordings of meetings be available in addition to the minutes.

It is not the Council's practice that verbatim minutes be produced on planning committee meetings, the minutes accurately reflect the decision taken and reflect good practice.

Speakers are entitled to address the committee under the Council's "Public Speaking at Planning Committee" scheme, which has been agreed by councillors as part of the Council's Constitution, and this scheme does not permit questions to be asked of speakers

During the course of the debate it became apparent that Cllr Aldred, and other members of the committee, were minded to vote against the officer recommendation in the report to approve the application and grant planning permission, indeed, Cllr Aldred proposed an amendment to this effect. The Council's solicitor and the Planning Manager both made interventions to remind members of the need to identify clear, material planning reasons for refusing the application. Such advice was consistent with the Local Government Association Probity in Planning Guidance 2019 which provides:

"Councillors should be prepared to explain in full their planning reasons for not agreeing with the officer's recommendation, which should be set in the context of the development plan or the NPPF. The officer should also be given an opportunity to explain the implications of the contrary decision, including an assessment of a likely appeal outcome based on policies set out in the development plan and the NPPF, and chances of a successful award of costs against the local authority, should one be made."

Additionally, the Council's own Constitution, specifically the Code of Practice for Councillors and Officers dealing with Planning Matters, contains guidance on best practice in the event that members are minded to vote contrary to officer recommendation; the advice offered to members by officers during the course of the meeting was consistent with the Code.

It was made clear to members of the Committee that they were free to vote in whichever way they wanted, but were advised of the implications of their choosing to do so on the basis of inadequate material, planning reasons. In the event members did not vote in favour of the recommendation, but opted to defer the application on the basis that the applicant had failed to provide information relating to potential land contamination which had previously been requested notwithstanding the fact that officers had queried the necessity of obtaining that particular information in the light of responses from relevant consultees to this aspect of the development.

All members of the newly established North Yorkshire Council have received training on the constitutional structure of the authority and, moreover, additional training relating to the planning role of the Council. The completion of such training is a prerequisite to participation at Planning Committee

The procedure adopted was consistent with the Council's Constitution"

Councillor Chris Aldred expressed broad support for the issues raised in the public statements however he stated he would like to defend accusations regarding the live streaming, he was present in the time immediately before the planning meeting in question and witnessed the extensive discussions between the Democratic Services and IT officers in trying to resolve the technological issue so that the meeting could be streamed.

**The following public statement was read out by Jenny Marks, on behalf of Stephanie Talbot:**

I am reading this statement on behalf of the Stephanie Talbot, the mother of one of the children seriously injured on the pavement outside Ashville whilst walking to school in February.

My world was turned upside down on Thursday 2nd February 2023. My eldest son Reuben and his friend were hit by a truck whilst walking to school. They were on the pavement. My daughter was also involved in the collision, as her car was hit by the same truck. My youngest son was right behind his brother on the pavement, so witnessed the whole incident.

My husband and I were there within a few minutes of the accident happening. Reuben's body had landed in positions it should never be in. Pieces of wall had to be removed from his body and he had 8 broken bones (arms, leg and back), fluid on his lungs, a de-gloved foot (not all the injuries). I was later told that when the paramedics arrived his stats showed he could have easily died whilst on the ground there. I will never get over what I saw and heard that day. I'm crying whilst I write this.

Something like this should not happen to any child whilst walking to school. My children, in particular my eldest daughter, has never felt safe walking to school because of inconsiderate drivers/speeding motorists around Ashville College and Rossett High. She had said to me many times 'it's not if it happens mum it's when'. She and a friend had been hit by a vehicle leaving the Sports Centre in September 2022 whilst walking on the path, which I reported to the police.

I want children to feel safe walking to school and feel that having a 20mph network around schools in Harrogate will encourage more walking, cycling and generally make children and their parents feel safer about travelling to school. Putting action in place should not be done as a consequence to a child's injury or even death but this accident should be a wake up call to all parents, grandparents and the community to know that we need to make a change in our beautiful but busy town to enable our children to feel safe.

17 weeks on and many aspects of our lives are still on hold because of these injuries. I cannot even explain the pain and trauma that we have all gone through and will live with for the rest of our lives.

Please be the people that make a difference.  
Thank you for listening

**07 Petition referred to the committee for consideration - Submission of petition for a maximum speed of 20mph on roads in south & west Harrogate**

Considered – Mark Codman, Democratic Services, introduced the petition stating that it had been referred to the Committee under the Council's Petitions Scheme due to the number of signatories being above 500. He outlined the options that the committee had under the Petitions Scheme, including the following:

- (a) to take the action requested by the petition;
- (b) not to take the action requested for reasons put forward in the debate;
- (c) to commission further investigation into the matter, for example by a relevant committee; or

(d) where the issue is one on which the council executive are required to make the final decision, the council will decide whether to make recommendations to inform that decision.

Allan McVeigh (Head of Network Strategy, Highways and Transportation) provided an update to the technical information in the report and stated that the outputs from 20 mph review were now due to be reported to the Executive in July and not June.

The Chair invited Hazel Peacock to introduce the petition.

Hazel Peacock thanked the chair and the committee and introduced Dr Vicki Evans. She explained that they were petitioners for the agenda item from the Oatlands Road Safety and Active Travel Campaign and were attending to hear the discussion about the petition which was signed by 924 people.

The proposal calls for a maximum speed of 20 miles an hour in roads in South and West Harrogate across Oatlands, parts of Pannal, the Stray, Hookstone and St George's. This is urgently needed for the safety health and well-being of children and the wider community. Over 4 000 children walk, Cycle, travel by car and bus to schools in the area and a further five thousand attend the schools in the Pannal Ash area.

The proposal complements and is dovetailed with the initiative by Pannal Ash Streets with the aim to deliver better road safety and facilitate active travel for a total of 9 000 children and the community. The Committee have just heard of the devastating effects of the Collision on the pavement on Yew Tree Lane in February and been made aware of the Collision outside Oatland's Junior School also on the pavement in January.

These awful events coupled with overwhelming evidence of the benefits of 20 mile an hour limits demonstrate why change is urgently needed, the higher the speed a vehicle travels the greater likelihood of a serious injury or death if there is a crash. A crash at 30 miles per hour involves a lot more energy and destructive potential than a crash at 20 miles per hour. This is further evidenced by transport for London data showing that people hit by a vehicle at 20 miles an hour are around five times less likely to be killed than at 30 miles an hour. The changes to maximum speed limits of 20 miles per hour in other rural and urban areas of Yorkshire and the UK show positive effects; for example in Edinburgh road traffic casualties were reduced by 40 percent. We would also like to add that the Royal College of Paediatrician's policy of 2020 advocates that local authorities should commit to an expansion of 20 mile per hour zones within built up and urban areas. More recently the Parliamentary Advisory Council for Transport Safety stated in May that 20 miles per hour is now generally accepted as the safe speed for streets used by people walking, cycling or wheeling?

In October last year the Area Constituency Committee resolved for the Executive at North Yorkshire to be advised of a wish for a 20 mile per hour speed limit to be piloted throughout towns and villages in the constituency area where a need has been identified. We believe that considered together all the evidence, recent collisions and the support for our petition, that of Pannal Ash and Stray streets and the support locally from the road and safety School Group which we established shows a need for this to be implemented with urgent effect. We appreciate all the support we have had from stakeholders including Councillors Marsh, Mann and Schofield and the continued engagement with the officers two of which are here today Melissa Burnham and Allen McVeigh. We urge you to make a positive recommendation to the Executive so they may make a favourable decision at the meeting on the 20th of June which I understood is when Councillor Keane Duncan will report on the review of 20 miles per hour retrictions. This will help save lives, reduce collisions and bring about lasting

improvements to Road Safety, the environment, active travel and public health for our communities, thank you.

Councillor John Mann commented that it was very important that we reduce collisions, improve safety and reduce air pollution in South and West Harrogate including the Oatlands Neighbourhood where there were three schools. It was important to protect children and young people who were on their way to school and other activities. Earlier this year Councillor Mann had requested that North Yorkshire Councils Highways team and the Executive Member for Highways use the Council's policy and existing funds to introduce 20mph restrictions on Hoxton Road, Green Lane, Yewtree Lane and Beachwood Grove, all of which have schools on them. Councillor Mann stated that he was aware that the Executive Member Keane Duncan was preparing a report on this to be considered by the Executive on the 4 July. Councillor Paul Haslam stated that he supported the statement and had frequently campaigned for better and safer active travel options. Councillor Sam Gibbs expressed support for the statement but was concerned that a blanket approach to a 20mph zone was not right as it would not be appropriate to create day long 20mph zones on main roads such as Otley Road and Leeds Road. Councillor Michael Harrison expressed concern that if the Committee was to make a recommendation in regard of a 20mph zone for the West of Harrogate the recommendation needed to be specific about what was being asked for.

Councillor Hannah Gostlow proposed that the Committee endorse the petition as it stood.

Councillor John Mann subsequently proposed the following: the Committee notes the petition and recognizes that the requested actions from the petition are currently being considered as part of the ongoing review by the council of its current 20 mile per hour speed limit and zone policy. The committee now awaits the publication of Councillor Duncan's report on the review.

Following Councillor Mann's proposal Councillor Matt Walker seconded Councillor Gostlow's original proposal.

During the debate Councillor Monika Slater proposed that the Committee endorse the summary wording for the petition in paragraph 2.4 of the report which stated that the "The petition calls for North Yorkshire Council to deliver a maximum speed of 20mph across south and west Harrogate - covering Oatlands and parts of Pannal, Stray, Hookstone and St Georges areas in Harrogate (as outlined in red on the petition)"

Councillor Hannah Gostlow and Councillor Matt Walker accepted Councillor Monika's summary/amendment to be the substantive motion.

A vote was taken on the substantive motion and seven members voted for the motion, four voted against and there was one abstention.

**Resolved –**

That the Committee endorses the petition as stated in paragraph 2.4 of the report: "The petition calls for North Yorkshire Council to deliver a maximum speed of 20mph across south and west Harrogate - covering Oatlands and parts of Pannal, Stray, Hookstone and St Georges areas in Harrogate (as outlined in red on the petition)"

## **Petition referred to the committee for consideration - Harrogate Station Gateway Opposition**

Considered – Mark Codman, Democratic Services, introduced the petition stating that the petition has been referred to the Committee under the Council’s Petitions Scheme due to the number of signatories being above 500. He outlined the options that the committee had under the Petitions Scheme, as follows:

- (a) to take the action requested by the petition;
- (b) not to take the action requested for reasons put forward in the debate;
- (c) to commission further investigation into the matter, for example by a relevant committee; or
- (d) where the issue is one on which the council executive are required to make the final decision, the council will decide whether to make recommendations to inform that decision.

Mark Codman asked Richard Binks (Head of Major Projects and Infrastructure) if there was anything he would like to add or update from the information contained in the covering report.

Richard Binks covered the following:

- He apologised if residents felt they had not been listened to, he understood this project generated a lot of passion and divided opinion
- He was happy to have a 1-2-1 meeting with the member of the public who had submitted the petition
- Officers had met with the Department for Transport’s representatives in Harrogate to have a walk-around and they praised the scheme
- Discussion regarding the schemes risks and funding profile were moving forward
- Harrogate was a fantastic place to live and visit and officers were keen to uphold/improve the gateway aspect of the town
- Officers had up until this point held more consultation on this project than similar size projects but they remained happy to sit down and discuss the scheme with any group or individual
- The scheme had receive unanimous support from the Executive and work would commence for delivery, it was critically important now to demonstrate a positive face to the outside world – grant funding bodies needed to see the Council was united in delivering a successful scheme.

The Chair invited Rachael Inchboard to introduce the petition on behalf of Granville Road Area Residents Group:

Rachael Inchboard clarified that it was not just a meeting with herself but with several groups that was required. She represented Granville Road Area Residents Group and presented a petition set up against the Gateway project which was also on behalf of several groups and several hundred people currently signed by over 2 000 people. The petition was set up to oppose the Gateway scheme as town centre residents feel they have been totally ignored with regards to concerns about the negative impacts from the proposed Harrogate Gateway scheme.

The Committee has talked about air pollution and how important it is, however there has never been any support on this around the area. Town Centre residents feel that



there has been a lack of any in-person consultation for residents and it is of a key significance. They have been offered a quick Zoom session online at short notice to tick boxes and residents feel this was a complete insult. It is felt that there has been massaging and presentation of data at the last meeting that has caused considerable outrage and anger, more specifically I was shocked at the completely disgraceful behaviour towards the petition at the Executive meeting on the 30th of May. It was laughed at and dismissed which surely contravenes any Democratic process. A debate was refused despite having over 2 000 signatures which is well over the 500 required for a debate. She confirmed that she had made a formal complaint specifically about this to the highways executive Keane Duncan and was still waiting for a reply.

Rachael Inchboard stated that the Council Officer who “mocked” the petition announced that he had rigorously checked it and that it proved absolutely nothing which is a complete insult to a lot of people who have signed it. More people signed this petition than took part in the online surveys with North Yorkshire Council. I believe there still are many people and businesses that are unaware of the Gateway scheme hence the relatively low response to all of our petitions and online surveys at the last public meeting in Harrogate on the 5th of May. There was very confusing information regarding the plans, had the original plans being changed? If so why hasn't there been a public consultation on these plans as they are not the same plans that were passed? There has still not been a meeting between the residents and the council in person even though this had been promised which is totally unacceptable in a democratic system. Together with this petition and all the groups involved which are Harrogate Residents Association, Granville Road Area Residents Group, the BID, the Chamber of Commerce, the Stray Defence group and Harrogate Independence, we have no confidence in the highways executive of North Yorkshire Council and their officers who are leading this project, thank you.

Following the statement Councillor Chris Aldred made the following proposal:

*“ACC Members wish to take the opportunity presented by this Petition to express grave disappointment that, to date, there has been no engagement with individuals & groups who expressed concerns regarding the proposed Gateway Scheme at our Meeting on 5th May. This is despite the ACC passing a motion at that meeting asking for this to happen and receiving reassurances from the Executive Member for Highways & Transportation that it would happen.*

*This Committee therefore requests that a full schedule of engagement meetings is circulated to members, no later than Friday 30th June & that members of this Committee are also invited to these meetings.*

*In addition, the ACC further requests that, within the same timescale, Officers to set up a politically proportionate ACC Working Group (5 members) which will be charged with working with Officers and the Executive Member for Highways & Transportation, to produce a Report, to be considered by this Committee at its meeting on 14th September, which addresses the concerns raised by Residents & Organisations, as well as detailing the rigorous monitoring systems referred to in the motion passed on 5th May. (Expected impact on traffic flows, the environment, active travel take up and business in the area).”*

Councillor Aldred expressed dissatisfaction that the Committee Members had not been involved so far in discussions on the station gateway, he stated that there was a meeting of officers prior to the meeting of the Committee and Members were not invited. Councillor Broadbank said that it was important that the Council looked to the future and worked towards a version of Harrogate that was future proof and worked for all. Here was an opportunity to use government money to improve the town but it

was important that the Council worked alongside residents and community groups. It was therefore important that the Committee had a meaningful role in the implementation of the scheme.

Councillor Monika Slater Seconded Councillor Aldred's proposal

Councillor Paul Haslam expressed doubts about the proposal saying that he wished to avoid duplication of the works of others. Extensive surveying and planning had been done in preparation for this scheme with a Master Plan produced in 2015/16, he was therefore unable to accept the proposal as it currently stood. Councillor Michael Harrison said he was concerned that the proposal was aimed at stopping the Gateway scheme.

Councillor Aldred said that his proposal was not designed at stopping the Gateway Scheme but just a continuation of what had been agreed by the Committee in May. He was proposing that the Working Group carry out the majority of the work assessing the implementation he did not intend to cause any extra burden on officers. Councillor Slater stated that the proposal was intended at looking at specific concerns of residents and she hoped that by doing so it would increase public support for the scheme.

On a vote on the proposal eight Members voted for and four against.

#### **Resolved –**

That the Committee agree the following to be put forward to the executive:

*“ACC Members wish to take the opportunity presented by this Petition to express grave disappointment that, to date, there has been no engagement with individuals & groups who expressed concerns regarding the proposed Gateway Scheme at our Meeting on 5th May. This is despite the ACC passing a motion at that meeting asking for this to happen and receiving reassurances from the Executive Member for Highways & Transportation that it would happen.*

*This Committee therefore requests that a full schedule of engagement meetings is circulated to members, no later than Friday 30th June & that members of this Committee are also invited to these meetings.*

*In addition, the ACC further requests that, within the same timescale, Officers to set up a politically proportionate ACC Working Group (5 members) which will be charged with working with Officers and the Executive Member for Highways & Transportation, to produce a Report, to be considered by this Committee at its meeting on 14th September, which addresses the concerns raised by Residents & Organisations, as well as detailing the rigorous monitoring systems referred to in the motion passed on 5th May. (Expected impact on traffic flows, the environment, active travel take up and business in the area).”*

#### **09 Area Constituency Committees - Ways of Working**

Considered – Daniel Harry (Democratic Services and Scrutiny Manager) provided a summary of the report on the Area Constituency Committees - Ways of Working. He covered the following areas:

- The introduction of mid-cycle briefings – to include the Chair, Vice-Chair and group representatives from other parties

- There was Corporate Director support for ACC meetings that was there if support was needed e.g. to 'unblock' things and as a route of escalation
- Parish and Town Councils would be able to engage with their respective ACC to raise any relevant issue and the ACCs were there to engage directly with the local community through the public participation scheme or directly through the Chair, Members or the Democratic Service Officers
- The ACC's were there to conduct local scrutiny but officers would work to ensure there was no conflict or duplication with efforts of the six Overview and Scrutiny Committees
- Just because reports were down 'to note' doesn't mean that the Committee can't decide on what action it wants to take in response to an item
- There is a £50k seed fund that would need careful management and close scrutiny – the fund would need a robust system in place for the allocation of the moneys and for which we can be held accountable by members of the public
- The Committee managed a work programme and aside from the areas already being looked at it was suggested that the Committee look at areas such as economic development, community safety and highways related matters

Members discussed the following:

- Allotting some of the seed fund moneys to the Nidd Action Group – DH responded that if Members urgently need funding they could use their locality budgets
- In response to a question DH explained that allocation of the seed funding would likely involve collaboration with the Corporate Director and the s.151 officer but the exact process was to be determined
- Councillor Warneken was keen to have environmental issues/climate change added to the list of priorities detailed at section 12 of the report – DH explained that this was not an exhaustive list
- In response to another question DH stated that there would be report reviewing how the ACCs had got on after about 12 months or the four meetings that were planned throughout the 2023-24 year.

**Resolved –**

That the report be noted.

10

### **Appointments to Outside Bodies**

Considered – The report of the Assistant Chief Executive (Legal and Democratic Services) which invited the Area Constituency Committee to appoint the Council's representatives on the outside bodies listed in the report. The report explained that the Outside Bodies were separated into two lists, appendix 1 contained the Category 2 Outside Bodies and appendix 2 contained the Category 3 Outside Bodies.

**Resolved –**

(a) That the under-mentioned Councillors be appointed to the following Category 2 outside bodies:-

- Bond End Air Quality Steering Group (NYCC) – Councillor Matt Walker
- Fairfax Community Centre – Councillor Phillip Broadbank
- Harrogate District Community Safety Local Delivery Team – **No longer functioning**

- Harrogate International Festival Board of Governors – Councillor Chris Aldred
- Harrogate White Rose Theatre Trust – Board – Councillors Mike Schofield and Robert Windass
- Jennyfield Styan Community Centre Joint Management Committee – **No longer functioning**
- Knaresborough Community Centre Committee – No Change (Councillor Gostlow)
- Nidd Gorge Advisory Partnership – Councillors Arnold Warneken, Philip Broadbank, Paul Haslam, Matt Walker, Hannah Gostlow and Mike Schofield
- Nidderdale Strategic Partnership – **(Skipton and Ripon Area)**
- Pateley Bridge Quarry, Greenhow - Board of Trustees - **(Skipton and Ripon Area)**
- Renaissance Knaresborough Management Committee – No Change (Cllr Gostlow)
- Starbeck Community Fund – **there was only one spot to fill** – Councillor Pat Marsh
- The Local Fund – no change (Cllr Sam Gibbs)

(b) That the under-mentioned Councillors be appointed to the following Category 3 outside bodies:-

- King James’s Foundation at Knaresborough H&K 1 – Councillor Matt Walker
- Prince Henry's Grammar School, Otley - no appointment made. The catchment covers part of the NYC area
- Richard Taylor’s Educational Foundation Trust H&K 1 - Councillor Paul Haslam

## 11 Update from the Climate Sub Group

Considered – Councillor Paul Haslam (Chair of the Climate Sub Group) updated the Committee on the work of the Sub Group, he informed the Committee that he had chaired one meeting so far and he had held a lengthy discussion with Councillor Pat Marsh on the top of climate change. Looking forward Councillor Haslam made the following points:

- The committee would soon be considering the Local Transport Plan consultation and should consider the environmental aspects of the plan – the Council needed to consider whether the current roads were suitable for active travel needs
- If Members were to pool their locality funds they could use those funds to make small changes that could add up to a larger effect
- Cycleway improvement was much needed
- There needed to be greater coordination and collaboration between the VCS and other organisations across NY
- Councillor Haslam was planning to push the idea of a ‘Climate Champion’ as soon as he had determined the mechanism for operating such a scheme
- He was also looking at creating an award for the best climate change or environmental initiative

**Resolved –**

That the update be noted.

## 12 Committee Work Programme

Considered: (i) The report invited Members to consider, amend and add to the Committee's Work Programme.

During discussion about possible issues for the Work Programme, the following topics were suggested:

- Councillor Gostlow informed the Committee that The Committees Bathing Water Working Group had met the previous night and had asked that the Environment Agency and the National Farmers Union be invited before the ACC to discuss the ongoing water issues – Mark Codman confirmed they would look at inviting representatives for the aforementioned bodies – Yorkshire Water had also stated that they would update the Members within six months on progress to their improvement works – MC would look at which meeting this would go to
- Councillor Gostlow informed the Committee that Councillor Mike Schofield was to join the Bathing Water Sub Group
- Further information from the Harrogate District Cycle Action Group had been circulated to Members prior to the meeting
- Following up from the last meeting of the Committee was the proposal from Councillor Peter Lacey on a working group to look at any gaps in the Community support network in the absence of a Harrogate Council – as Councillor Lacey could not be present Councillor Aldred submitted the proposal on his behalf – the proposal was to creating a working group consisting of five Members that would meet around twice a year.
- Councillor Schofield asked that the Committee look at the Playing Pitch Strategy as many playing pitches were tired and worse for wear – MC suggested that any particular queries be submitted directly to him and he would follow them up and report back to the committee.
- In advance of the September meeting of the Committee Councillor Gostlow asked that we request the Youth Council give their views on sustainable transport and active travel issues.
- The informal session on Teams for the Local Transport Plan on 29 June at 10:30 was noted. This would be confirmed and also if it could be recorded for those Councillors that were unable to attend.
- The Committee resolved to request the MP to attend a meeting once a year with updates as required.

### **Resolved –**

That the work programme be approved.

The meeting concluded at 12:50 pm.

This page is intentionally left blank

## North Yorkshire Council

### Harrogate and Knaresborough Area Constituency Committee

14 September 2023

#### Receipt of Petition 'EV Charge Point installation in Knaresborough'

#### Report of the Assistant Chief Executive - Legal and Democratic Services

##### 1.0 Purpose of the Report

- 1.1 To advise of a petition containing more than 500 signatures.
- 1.2 To ask the Area Constituency Committee to consider a response.

##### 2.0 The Petition

- 2.1 A petition has been received by North Yorkshire Council. This is a paper-based petition with over 500 signatures, all of which are of people who live, work or study in the county.
- 2.2 The petition provided the following context:  
"We, the undersigned, being the businesses, residents and visitors to Knaresborough, regret the timing, location and lack of engagement undertaken in the installation of ten EV charging points in our Town Centre short stay car park. We therefore call upon North Yorkshire Council to enter into urgent dialogue to discuss a phased transition to full electric vehicle provision and safeguard our town centre businesses by maximising the availability of parking for all vehicle users until a greater need arises"

##### 3.0 The Council's Arrangements for Receiving and Responding to Petitions

- 3.1 The key features of the Council's arrangements for receiving and debating petitions, as published on the Council's website, are as follows:
  - Receipt of the petition is published on the Council's website (which has been done in the case of this petition).
  - If a petition contains 500 or more signatures (but less than 30,130 signatories), it will be scheduled for debate at the next meeting of the appropriate Area Constituency Committee.
  - The petition organiser is offered the opportunity to speak for five minutes at the Area Constituency Committee meeting to present his/her petition. Subsequently, at the meeting, the petition will be discussed by Councillors for a maximum of 15 minutes and a decision will be made on how to respond to the petition.
  - Possible responses by the Council to petitions, as shown on the website, are:
    - (a) to take the action requested by the petition.
    - (b) not to take the action requested for reasons put forward in the debate.
    - (c) to commission further investigation into the matter, for example by a relevant committee; or
    - (d) where the issue is one on which the council executive are required to make the final decision, the council will decide whether to make recommendations to inform that decision.
  - The petition organiser will receive written confirmation of this decision. This confirmation will also be published on the website.

3.2 In accordance with the arrangements described above, the petition organisers have been invited to join today's meeting to present their petition.

#### **4.0 Officers Comments Regarding the Petition**

4.1 The Harrogate Borough Council (HBC) Ultra-Low Emission Vehicle (ULEV) strategy (2019) is a ten-point plan which sat within the Harrogate Borough Council carbon reduction strategy and alongside the Air Quality Management Plan. This strategy was consulted on in 2018 and the response supported the creation of a public charging network as the top priority. The Strategy has economic growth at its core.

4.2 With the introduction of the Unitary Authority it should be noted that the principles and actions within the ULEV Strategy still apply but have been consolidated and included in the wider North Yorkshire EV Public Charging Infrastructure Strategy 2022-2030 (2023)<sup>1</sup> which is being used as a guide for network planning across the county, expected to lead to the mass rollout of EVCPs.

4.3 Improving electric vehicle (EV) charging provision across North Yorkshire is part of our wider climate plan to reduce emissions and improve air quality. This strategy for rollout of EV Infrastructure will play a key role in achieving local, regional and national ambitions associated with decarbonisation (for North Yorkshire to be Carbon Zero by 2034 and Carbon Negative by 2040). We have many residents and visitors contacting us to tell us they want to make the switch to EV or visit North Yorkshire but there is a reluctance due to the lack of infrastructure currently in place. We need provide this infrastructure to give people the confidence they can get around without running out of charge and be a part of this positive change.

4.4 The EV charging bays in Knaresborough were funded by Harrogate Borough Council and an Office for Zero Emission Vehicles (OZEV) grant known as the On-Street Residential Chargepoint Scheme (ORCS), which is designed to increase the availability of on-street chargepoints in residential streets where off-street parking is not available, thereby ensuring that on-street parking is not a barrier to realising the benefits of owning an EV.

#### **5.0 Site Selection**

5.1 Chapel Street Car Park in Knaresborough was chosen for a number of reasons, one of which was because the data from the CPO, at the time, indicated that the location would be highly utilised; mainly attributed to the high proportion of residents without access to off-street parking (almost 75% of the households in Knaresborough town centre rely on on-street parking) and the high number of residents living in rented accommodation, meaning they are unlikely to get permission, at this time, to install a home charger. It should be noted that forecast demand is only one of a number of factors that contribute to the site selection for EVCP units, others include:

- Availability of power and data connection on the desired side of the road
- Cost to connect to the grid
- Propensity to support other charging (i.e. visitor or business charging) during the day coupled with;
- Assessment of the Maximum length of stay in the car park to inform potential dwell times
- Contribution to decarbonisation and air quality management targets locally, regionally and nationally

---

1

<https://edemocracy.northyorks.gov.uk/documents/s18595/North%20Yorkshire%20Council%20Electric%20Vehicle%20Public%20Charging%20Infrastructure%20Rollout%20Strategy.pdf>



- 5.2 We have reviewed the forecasting projections and it was estimated that by year one three cars per day would use the EV spaces to charge (currently an average of five vehicles per day are using the bays to charge). This is expected to have a sharp increase in following years as local residents consider EV as their next vehicle purchase. By year five it is forecast that 22 cars per day would use the EVCP's, suggesting chargers will be plugged in to vehicles the majority of the time. Finally, by year eight (the final year of the contract) around 30 cars per day will use the EVCPs, suggesting chargepoints will be heavily utilised with vehicles plugged in majority of time. 4 hours is the maximum stay in the car park during the day and would see an average increase of 120 miles to the vehicle range.
- 5.3 Officers are monitoring and evaluating usage of the bays, including the ones at Chapel Street, which are currently performing better than the expected level of utilisation for this stage in their lifespan, issuing on average five vehicles per day with a charge, having only gone live in February 2023. A total of 911 sessions have been carried out between March and August (inclusive). It is anticipated usage will continue to increase as many more people switch their vehicles to electric as national infrastructure needs are met, the restrictions on the production of new vehicles eases and people become confident in their ability to find a convenient, available EVCP. It is a difficult balance between encouraging EV uptake by providing the infrastructure and managing existing demand for ICE vehicles. The Harrogate Borough as a whole is already ahead of North Yorkshire with the number of EV's registered and this is only expected to continue to grow.
- 5.4 The 22 bays in Knaresborough (12 of which are waiting to be activated by Northern Powergrid), which are for EV charging only, account for less than three per cent of the more than 800 spaces available in the town.
- 5.5 In regard to Conyngham Hall, another car park within the central Knaresborough area with 12 EVCP bays, NYC are experiencing issues with Northern Powergrid establishing a connection to the EVCP's; so even though the chargers are installed they have no power, and they are bagged to indicate this. We have removed the cones to enable these bays to be used by all vehicles and will have some signs installed making it clear all vehicles can park there until the EVCPs are installed and in working order. The issue with Northern Powergrid has been escalated.

## **6.0 Funding**

- 6.1 The OZEV ORCS grant came with conditions that include:
- 1) Bays are to be used for EV charging only and enforced with a TRO as soon as possible after installation
  - 2) Bays are to be free for residential use between the hours of 6pm to 8am to encourage residential uptake of electric vehicles in areas with little or no off-street parking. Bays can be (and are) charged for outside of these hours.
  - 3) Bays must be available and maintained for at least 7 years after installation
- 6.2 So giving up the bays to ICE vehicles would breach the grant conditions with OZEV, this could result in clawback of the grant funding issued to the former HBC (£238,000) and adversely impact future funding applications.

## **7.0 Current Status**

- 7.1 There is currently no TRO for EV Charging in Chapel Street, therefore no consultation has been held. Currently there is an internal review relating to Off Street Car Parking Orders across North Yorkshire to enable us to align definitions for EV charging. Once this review concludes there will be proposals to amend the Orders at which point there will be a consultation process.

- 7.2 There is free overnight parking at Chapel Street from 6pm-8am with the aim of supporting and encouraging residential charging during these hours. At present:
1. Any vehicle can park in the EV bays at Chapel Street and will not receive a Penalty Charge Notice (PCN) as long as the user has paid the fee to park in the car park; in Chapel Street you must pay to park between 8am and 6pm
  2. An EV parked in the bays does not have to be charging and will not receive a PCN as long as the user has paid the fee to park in the car park; in Chapel Street you must pay to park between 8am and 6pm
  3. Any vehicle using the EV bays at Chapel Street during the hours of 6pm and 8am can park for free but must pay to charge.
- 7.3 Once a TRO is implemented:
1. A petrol or diesel vehicle parked in the EV only bays will be issued a PCN
  2. Any EV parked in an EV Only bay is required to be charging
  3. Subject to review, it is anticipated that will need to pay the fee to park in the space and the fee to charge their vehicle.
- 7.4 The income generated for car parks in central Knaresborough for June and July 2023 is greater than that of the same period in 2022, and there has been no increase in Tariff, which suggests that the inclusion of the EVCPs has not had a negative impact on footfall through the car parks.

## **8.0 Parking in Knaresborough – Next Steps**

- 8.1 In order to address the parking challenges in Knaresborough:
1. Parking signage is being considered alongside of the Off Street Car Parking Orders review. NYC is considering the following to improve signage and wayfinding in the area.
  2. We will install some temporary signs at Chapel Street advising that the bays are free to park in during the hours of 6pm and 8am.
  3. We will improve the website to better signpost the Strategy concepts and where users can charge.
  4. We are reviewing charging prices across the region with a view to standardising rates, which is underway.
  5. We seek to improve digital access and information – The council is currently seeking to join the National Parking Platform (NPP) which will mean that customers can find all NYC car parks on an app.
  6. The council has applied for grant funding to expand the number of 'bay sensors' into Knaresborough and Scarborough so that real time parking availability can be seen by customers reducing circulation times looking for parking spaces, this will include EV bays both On and Off-Street
  7. Review, repair and replace existing signage within the town
  8. Engage with the community on EVCP's, their use and officially launch the EV car club

## **9.0 FINANCIAL IMPLICATIONS**

- 9.1 No immediate financial implications unless the response agrees with a phased approach, in which case, Breaching the grant conditions with OZEV could result in us needing to repay the grant (£238,000) and adversely impact future funding applications, including the current £4.88m bid for further LEVI Capital Funding.

## **10.0 LEGAL IMPLICATIONS**

- 10.1 A legal review of the contract with the Officer for Zero Emission Vehicles and, separately, the contract with the charging point supplier has taken place and the response is based on information that was derived from this.

## **11.0 EQUALITIES IMPLICATIONS**

11.1 A screening assessment was undertaken, and an EIA was considered not proportionate

## **12.0 CLIMATE CHANGE IMPLICATIONS**

12.1 The transport sector is responsible for 28% of carbon emissions in North Yorkshire and also contributes to poor air quality. Both the ULEV Strategy (2019) and the EV Public Charging Infrastructure Strategy 2022-2030 (2023) are key documents in the Council's plan to improve EV charging provision with a view to reducing the carbon emissions and improving air quality in North Yorkshire. This will contribute to us achieving local, regional and national targets associated with decarbonisation (for North Yorkshire to be Carbon Zero by 2034 and Carbon Negative by 2040) which need to be addressed at pace and scale.

12.2 There are no immediate climate implications as a result of this response

## **13.0 Recommendations**

13.1 That the Committee notes the petition and considers a response.

Barry Khan  
Assistant Chief Executive (Legal and Democratic Services)  
County Hall  
Northallerton

Report Author – *Keisha Moore, Senior Transport Planning Officer*  
Presenter of Report – *Keisha Moore, Senior Transport Planning Officer*

Background Document: North Yorkshire Council's petitions information and advice, a copy of which is on the Council's website [Petitions | North Yorkshire Council](#)

This page is intentionally left blank

## North Yorkshire Council

### Harrogate and Knaresborough Area Constituency Committee

14 September 2023

#### Review of Petition 'For a maximum speed of 20mph on roads in south and west Harrogate to improve road safety'

#### Report of Corporate Director of Environment

##### 1.0 Purpose of the Report

- 1.1 The purpose of this report is to present Members of the Harrogate and Knaresborough Area Constituency Committee (ACC) with officer findings and proposed actions following the review of the petition, received on 08 June 2023 'For a maximum speed of 20mph on roads in South and West Harrogate to improve road safety'. Members' feedback is also sought.

##### 2.0 Background

- 2.1 Local road safety campaigners presented a petition with 924 signatures to the Harrogate and Knaresborough ACC on 08 June 2023. The petition requested a maximum speed of 20mph for roads in South and West Harrogate, across Oatlands, parts of Pannal, Stray, Hookstone and St Georges. The proposed petition area can be found in Appendix 1- Harrogate Petition 20mph.
- 2.2 North Yorkshire Council (NYC) officers acknowledged receipt of the petition and made a commitment to carry out a further review of the speeds in the area detailed.
- 2.3 Members of the ACC resolved to endorse the petition at their meeting on 08 June 2023.

##### 3.0 20mph Review Area Identified

- 3.1 The area subject to the petition is shown highlighted in blue on the plan in Appendix 1 and covers the Oatlands, Hookstone, St Georges and Leeds Road areas of Harrogate. Alongside residential roads, the proposal includes three principal A roads; A661 (Wetherby Road), A61 (Leeds Rd) and A6040 (York Place). Within this area are six schools (one college, two secondary and three primary schools) and other local community attractors to the area such as The Stray, Harrogate Showground and Greenaway cycle/ pedestrian links, Hookstone Wood and local Bridleway, Oatlands playing fields, Hornbeam Park business park and Hornbeam train station. Harrogate Town AFC and the district Hospital are located on Wetherby Road (A61) and should therefore also be considered as a destination point within the review area, for both the local community and visitors to the town.
- 3.2 The area highlighted yellow in Appendix 1 has also been brought to the attention of officers and the ACC by the local campaign groups. Given the proximity and links to the petition area (blue), it was logical to extend the review to consider 20mph implementation in this area also. This area (yellow) also includes two strategic roads; Leeds Road (A61) and Otley Road (B6162), three secondary schools, two primary schools and a sports centre. Also, Cardale Park business park, RHS Gardens Harlow Carr and the Dutchy Hospital form part of the review area, whereas Coldbath Road businesses and Western Primary schools do not. Nevertheless, given their close proximity and the likely destination trips they generate, they have also been included in the review.

3.3 Within the full review area (blue and yellow) there are two existing 20mph (signed only) schemes. on Pannal Ash Road and Hookstone Wood Road respectively. It should be noted that a section of Coldbath Road and streets off this route has also been historically signed and designated as 20mph. These are identified on the plan in Appendix 1 as green.

#### 4.0 Discussion re the Review Methodology

4.1 A review has been undertaken in accordance with North Yorkshire Council’s 20mph Speed Limit & Zone policy (2022) and the national guidance set out in the Department for Transport’s (DfT) Circular 01/2013 ‘Setting Local Speed Limits’. Both desk top reviews and site visits were carried out using the guidance in paragraph 5.13 of the policy, which involves consideration of the following issues:

- Links to NYC policy for modal shift and active travel opportunities
- The road is not a network hierarchy Category two road
- The Annual Average Daily Traffic (AADT) flow is not considered excessive for that route and not likely to increase significantly
- There is a record of speed related personal injury collisions over the last three years or there will be a reduced likelihood of personal injury collisions
- There are pedestrian and cyclist movements and more will be encouraged by the introduction of a 20mph speed limit
- There are suitable characteristics, and it is a suitable highway environment
- There is a school or other community amenity on the road/in the area
- A seven-day speed survey proves the existing mean (average) speeds are at or below 24mph for a speed limit to be introduced.
- The change will result in good compliance without the reliance of police enforcement
- Vulnerable road user concerns outweigh the disadvantages of longer journey times for motorised traffic
- The intervention is likely to improve the quality of life for residents
- The scheme is unlikely to attract negative feedback

#### 5.0 Data Collection

5.1 To support site observations, officers have reviewed speed data collected via the Council’s permanent traffic counters. The following roads have been identified as having speeds over 24mph (mean speeds), these roads have been highlighted pink on the plan in Appendix 1.

Road	Mean Speeds (mph)
Oatlands Drive	31.6 (2015)
Yew Tree Lane	32 (2022)
Green Lane	27.9 (2014)
Pannal Ash Road	28 (2021)
Arthurs Avenue	19 (2019)
Beckwith Road	28 (2021)
Whinney Lane	33 (2018)

5.2 Where speeds exceed 24mph NYCs 20mph Speed Limit and Zone Policy recommends the introduction of traffic calming measures, for example speed humps or chicanes, to physically reduce speeds.

5.3 Officers have also reviewed personal injury collision data recorded by North Yorkshire Police, focusing on those with speed related causation. For the preceding fiveyear period, 01/01/2018 and 30/06/2023. Records show that during this period, there have been three speed related collisions resulting in personal injury. Shown in table 1 below.

**Table 1**

<b>Location</b>	<b>Severity of incident</b>	<b>Date</b>
A61 York Place Harrogate	Slight- one casualty	2019
S West of A6040 Knaresborough Rd, Harrogate	Slight- two Casualties	2021
Hookstone Road	Serious- one Casualty	2023

5.4 Officers have also engaged with the local road safety campaign groups, with several community meetings taking place with the schools represented. Although not recorded as a speed related collision, officers are aware of the concerns raised regarding the collision on Yew Tree Lane involving two school pupils, in February 2023. Both school children were pedestrians and were injured and hospitalised as a result of the accident.

## **6.0 Links to Schools**

6.1 Within the full Review area there are eleven schools (one college, five secondary schools and five primary schools). North Yorkshire Council's Sustainable Transport Officer continues to work with local schools to support the delivery of Travel Plans through the Modeshift STARS programme.

6.2 Five of the eleven schools within the review area have active travel plans.

6.3 Colleagues from the York and North Yorkshire Road Safety Partnership have been providing education sessions in the schools within the Oatlands area this year, supported with curriculum resources from the NYC Road Safety team.

## **7.0 Consideration with Active Travel Projects in Harrogate**

7.1 The plan within Appendix 2 recognises the link between the speed limit review area and the Active travel schemes. For ease of reference these are set out in Table 2.

**Table 2**

<b>Active Travel Project</b>	<b>Location</b>	<b>Links with the speed limit review area</b>
Active Travel Fund (ATF)	Victoria Avenue	Delivery of an enhanced sustainable transport route (pedestrian/wheeling and cycling) linking the study area with the town centre.
Transforming Cities Fund (TCF)	Station Parade/ Town Centre	Delivery of an enhanced sustainable transport route (pedestrian/wheeling and cycling) linking with Victoria Avenue and the study area.
Oatlands Feasibility Study	Oatlands Drive and surrounding residential area	Review of existing travel modes in the area to develop future improvements for sustainable travel.
National Productivity Investment Fund (NPIF) Harlow Moor Road Junction Improvements and phase 1 cycle routes	From junction of Otley Road/ Cardale Park to Otley Rd Arthurs Avenue.	Junction widening at Harlow Moor Road Junction and introduction of an off-road cycle route link from Cardale Park to Arthurs Avenue along the Otley Road corridor
National Productivity Investment Fund (NPIF) Otley Road Sustainable Transport Package- West Harrogate	Otley road corridor and surrounding Area from Arthurs Avenue	Development and delivery of a package of measures to support and enhance sustainable travel options in the area.

	to the town centre	
Harrogate Transport Improvement Package (HTIP)	A61 Leeds Road and beyond to include Park and Ride consideration	Focus on the Leeds Road Corridor to consider traffic reduction measures. Park and Ride sites are also considered as part of this study.
West of Harrogate Parameters Plan	West of Harrogate Road network	The West Harrogate Parameters Plan will be used to identify what infrastructure is required and to help assess the planning merits of future developments in the area. This includes junction improvement and sustainable travel options.
Harrogate Local Cycling and Walking Improvement Plan (LCWIP)	Cycle elements complete for Harrogate. It is currently being upgraded to full LCWIP	This document identifies the main cycling and walking improvements in Harrogate.

7.2 Further measures to complement active travel and road safety in the area were agreed following highway officer meetings with the road safety campaigners and local school representatives. These include.

- The implementation of Oatlands Drive and Wetherby Road Crossing points (linking Slingsby walk). Wetherby Road will be a signalised crossing and Oatlands Drive will be a Parallel crossing
- School Streets pilot Birchwood Mews (Oatlands Infants)
- Implementation of additional yellow lining Hookstone Drive/Road, Birchwood Mews and Cromwell Road
- Refresh of lining on Hookstone Road and Hookstone Drive
- Maintenance of gullies and tactile paving along the footpath link between the Oatlands Junior school and Oatlands infant school
- Improvements to the Bridleway (signing, vegetation clearance and resurfacing).

7.3 As part of the Otley Road Sustainable Transport package (National Productivity Investment Fund, NPIF Package), the implementation of a 20mph speed limit on Cold Bath Road and Arthurs Avenue is recommended. (These have been recognised in this review and are proposed to be funded through the NPIF package but are subject to approval by the Corporate Director of Environment and Executive Member for Highways and Transportation in Autumn 23). Other proposals recommended as part of this package can be found in table 3.



**Table 3**

Item Number	Proposals and/or Requests	Anticipated Improvement
1	Signal upgrade at Cold Bath Road / Otley Road/Arthurs Avenue Junction	Upgrading signal equipment to link with signals at Pannal Ash Road Junction. Also look into amending some of the kerblines to make the footpaths wider
2	Improvements and alterations to the bus stops along Otley Road Corridor	The changes will include relocation/removal of bus stops to reflect current services. Improvements to kerbs, signs etc. for accessibility.
3	Extension of the 20mph on Cold Bath Road to the junction with Otley Road including surrounding residential roads	Traffic calming required alongside formalising parking arrangements and installation of double yellow
4	Improve the access arrangements at the pedestrian crossing outside Falcon Chiropractic on Cold Bath Road and install a raised table to calm traffic	Relocate signals cabinet to opposite side of the road where the pavement is wider. Relocate the cycle storage and refuse bin.
5	Install an uncontrolled crossing point on Cold Bath Road adjacent Western Primary School	Install a build out and uncontrolled crossing point. May require amendments to the parking bays and extension of double yellow lines
6	Improve the crossing between the public right of way (PROW) on Green Lane and Ashville College	Provide a build out to improve visibility emerging from the Public Right Of Way and also slow traffic at the uncontrolled crossing point.
7	Review signing for cycle routes across the area	Review and improve signing of the cycleroutes across Harrogate in line with the LCWIP
8	20mph limit or zone outside Harrogate Grammar school on Arthurs Avenue (incorporating Cundall Way, Southway, Grasmere Crescent, Rossett Way, Arthurs Close, Arthurs Grove, Richmond Avenue, Richmond Road, Richmond Close, Richmond Holt)	Reduction in speed limit to 20mph with associated traffic calming
9	New cycle parking and improved public realm on Cold Bath Road.	Parklet or similar for cycle parking and places to sit/rest
10	Potential improvement to Nursery Lane to allow cyclists to use as an off-road leisure route	Investigate the potential of a cycle track order and associated infrastructure works to the surface. Thirs Party Land would be required.

7.3.1 Further details can be found in the report of 14 September 'Otley Road Sustainable Transport Package- West of Harrogate' which is also included on this agenda.

7.4 It should also be noted that Pannal Ash Road is proposed to be included on the Highways Capital Works Programme for full resurfacing and traffic calming, which is likely to be speed bumps. The full capital programme for 2024/2025 will though considered for approval by Corporate Director of Environment and Executive Member for Highways and Transportation before the end of the calendar year.

## 8.0 Road Categories

8.1 The following roads are considered as principal A routes or roads recognised as strategic links, carrying a significant volume of traffic, into, out of and across Harrogate.

Wetherby Road- A661

Leeds Road - A61

York Place – A6040

Otley Road – B6162

Hookstone Road/ Hookstone Drive.

8.1.1 Due to the nature and function of these roads and the volume of traffic it is not deemed appropriate to reduce the speed limit to 20mph and implement traffic calming. Function is a key consideration as referenced in NYC's 20mph Speed Limit and Zone Policy and the DfT Circular 01/2013 'Setting Local Speed Limits'. These roads are highlighted as red on the plan found in Appendix 1.

8.2 It is recognised that a secondary school is located on Hookstone Drive. The mean speed recorded on this road in August 2023 was 30mph, which would therefore require traffic calming measures to support the reduction to 20mph. Given the volume of vehicles and strategic link and function of the road between Wetherby Road and Leeds Road, reducing the speed limit to 20mph is not recommended. This is in line with existing local policy and national guidance, as referenced in 8.1. As an alternative, it is proposed to refresh the road markings and improve the signing in the area, where required. There is also a primary school on Wetherby Road, with whom, officers are working to review the crossing points in the local vicinity.

## 9.0 Crossing Points

9.1 The submitted petition requests the consideration of three crossing points. Two of these are located on Hookstone Road and one on Leeds Road. These have been reviewed and table 4 provides further detail regarding recommended actions.

**Table 4**

Location	Recommended Action
Leeds Road, junction with Fulwith Mill Lane	It is recommended that this is considered in line with the A61 Corridor Improvement package - (HTIP)
Hookstone Road – opposite Hookstone Bridleway	The team has reviewed this historically and provided feedback to the road safety campaign group representatives. A signalised crossing cannot be delivered here due to lack of space and private driveways. We have committed to review the need for a pedestrian island here in the future should aspirations for a new footpath link across the park be delivered.  Work referenced in paragraph 7.2 will improve existing desire lines.
Hookstone Road - near Gladstone Street	There is a signalised crossing point at this location but officers recommend further discussions with the Oatlands Infants school take place regarding the observed desire lines and use of the crossings. It is noted that their walking bus initiative uses this route from M and S carpark.

## 10.0 Proposed Recommendations

10.1 The review recognises a high density of schools, community facilities and active travel links within the review? area and having regard to our statutory duty in section 122 of the Road Traffic Regulation Act 1984, it is concluded that a reduced speed limit across the residential roads would have a positive impact on road safety, as well as contributing to the creation of active travel place making and creating a safer environment that encourages sustainable travel modes for families, this could be walking, wheeling, or cycling.

10.2 It is recommended that those roads highlighted in pink on the plan (Appendix 1) and referenced in paragraph 5.1, are reduced to 20mph along with the implementation of physical traffic calming and any further improvements deemed necessary, as .

10.3 It is recommended that the remaining residential areas (shaded blue and yellow on Appendix 2) are signed only 20mph schemes, with associated lining (20mph roundels) on the access and entry points.

10.4 Local Councillors Mann and Schofield have had an opportunity to review the proposed recommendation with officers and demonstrated support for the proposals, recognising that these proposals are subject to necessary formal consultations and the process of Traffic Regulation Orders.

10.5 Officers are recommending that those areas in red on the plan (Appendix 1) do not see a reduced speed limit to 20mph, as referenced in paragraph 8.0.

## **11.0 Next Steps**

11.1 Recommendations will be reported to North Yorkshire Council's Environment Corporate Director and Executive Member for Highways and Transportation, seeking approval to commence implementation in the next calendar year (2024).

11.2 A programme of implementation will be identified for intended delivery in 2024. It should however be recognised that the implementation will require necessary stakeholder and statutory consultation and a formal Traffic Regulation Order (TRO) process. Those sites requiring the introduction of traffic calming will require detailed designs and a longer delivery programme.

11.3 The outcome of consultations and any objections received as part of the stakeholder, statutory and TRO processes will be considered and presented to the Area Constituency Committee prior to any final decision being made.

## **12.0 Equalities Implications**

12.1 Consideration has been given to the potential for any adverse equalities impact arising from the recommendations of this report. It is the view of officers that the recommendations included in this report do not have any adverse impacts on any of the protected characteristics identified in the Equalities Act 2010 or NYC's additional agreed characteristics. The completed Equalities Impact Assessment screening form can be found in Appendix 3.

12.2 All proposals for a reduced speed limit and where required, traffic calming will be subject to a full consultation exercise providing the opportunity for stakeholders to make representations on the proposal.

## **13.0 Financial Implications**

13.1 Funding for road safety and improvements works is already considered as part the annual Highways Capital Works Programme. The cost implications of the proposed recommendations set out in this report, will therefore be met from existing budgets.

13.2 It should however be noted that the 20ph limit on Cold Bath Road (Outside of the petition Area) and Arthurs Avenue are proposed to be funded through the Otley Road Sustainable Transport Package (National Productivity Investment Fund), estimated cost for the delivery of traffic calming and the introduction of a 20mph speed limit at these two locations is £175K.

## **14.0 Legal Implications**

14.1 In making these proposals the Council has given proper consideration to its statutory duty pursuant to Section 122 the Road Traffic Regulation Act 1984. It is acknowledged that the establishment of any 20mph speed limit or zone will be subject to the appropriate statutory legal process for the making of Traffic Regulation Orders for speed limits and traffic calming measures and also having regard to the Highways Road Humps) Regulations 1999.

## **15.0 Climate Change Impact Assessment**

15.1 Consideration has been given to the potential for any adverse impacts on climate change arising from the recommendations of this report. A climate change assessment has been completed and included as Appendix 4 to this report. It is the view of officers that the recommendations included in this report do not have any adverse impacts on Climate change.

## **16.0 Recommendation**

16.1 That Members consider the proposals and provide officers with relevant feedback.

### **APPENDICES:**

Appendix 1 – Plan of Petition Area

Appendix 2 – Plan of Petition area showing Active Travel Projects

Appendix 3 – Equalities Impact Assessment

Appendix 4 – Climate Change Impact Assessment

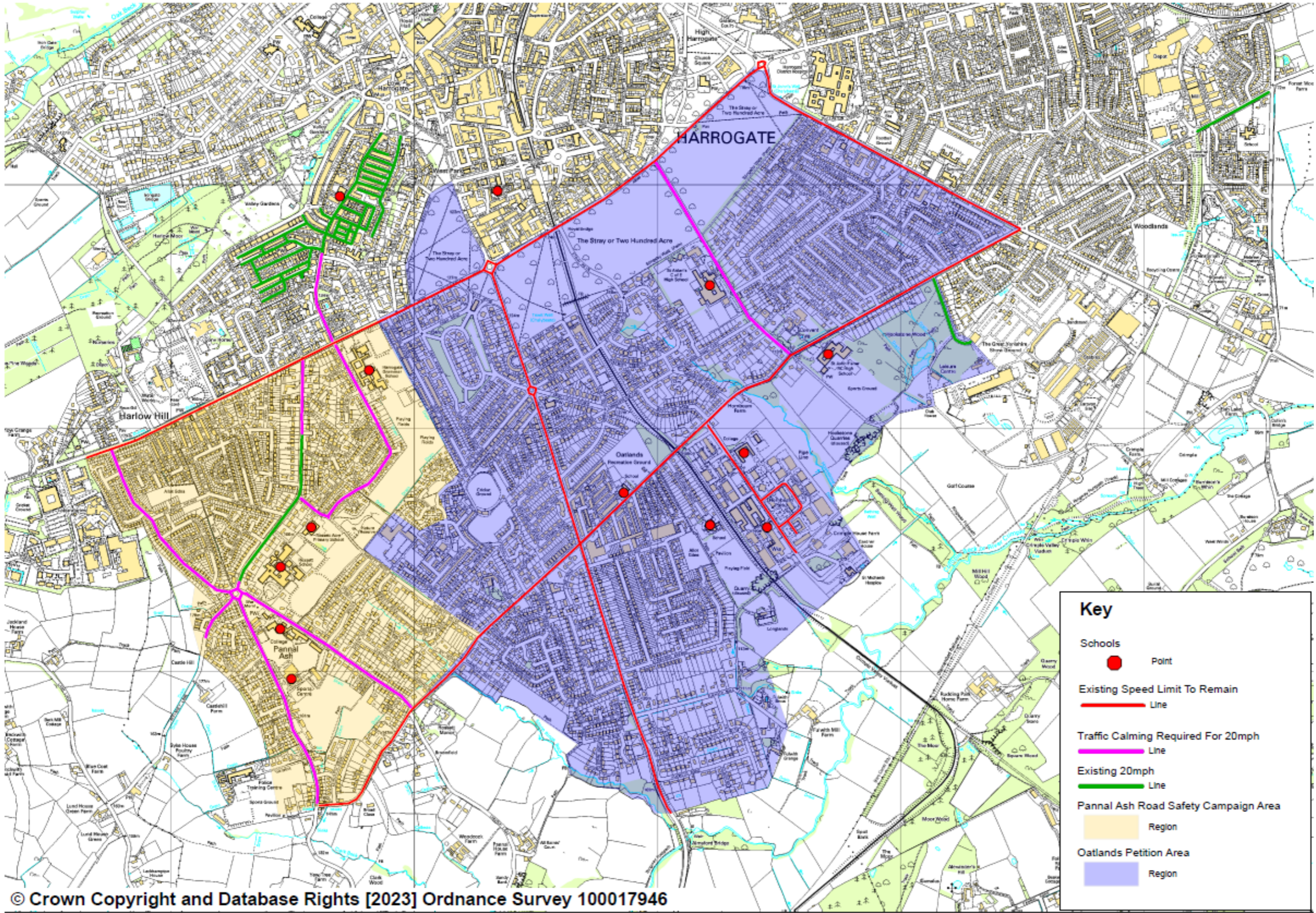
**BACKGROUND DOCUMENTS:** None

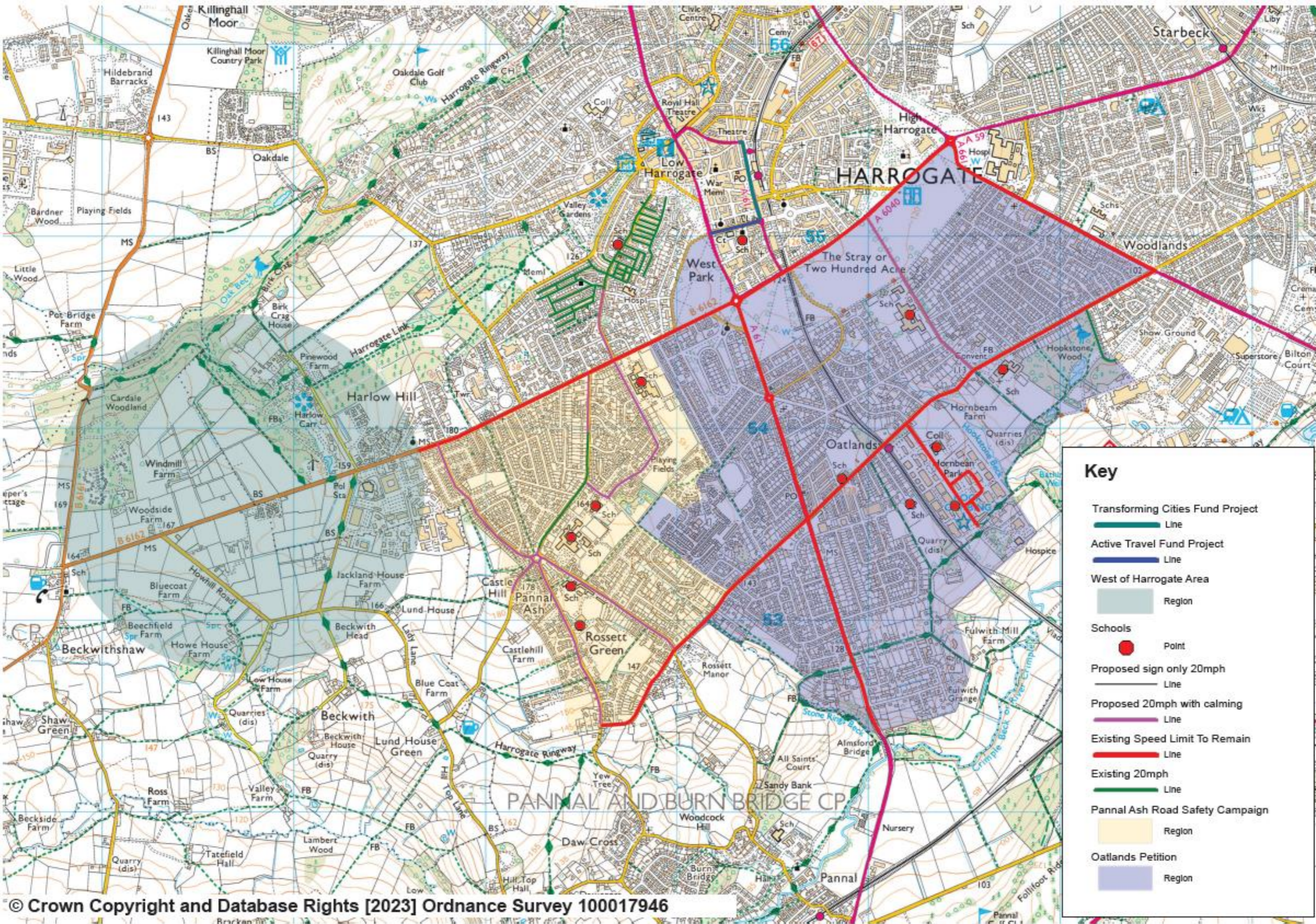
KARL BATTERSBY  
Corporate Director of Environment  
County Hall  
Northallerton  
25 August 2023

Report Author – Melisa Burnham, Area Manager

Presenter of Report – Melisa Burnham, Area Manager

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





© Crown Copyright and Database Rights [2023] Ordnance Survey 100017946

<b>Initial equality impact assessment screening form</b>			
<b>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.</b>			
<b>Directorate</b>	Environmental Services		
<b>Service area</b>	Highways and Transportation		
<b>Proposal being screened</b>	<b>Review of Petition 'For a maximum speed of 20mph on roads in south and west Harrogate to improve road safety'</b>		
<b>Officer(s) carrying out screening</b>	<b>Melisa Burnham</b>		
<b>What are you proposing to do?</b>	The purpose of this report is to present members of the Harrogate and Knaresborough Area Constituency Committee with Officer findings and proposed actions following the review of the received petition on 8 June 23 'For a maximum speed of 20mph on roads in South and West Harrogate to improve road safety'.		
<b>Why are you proposing this? What are the desired outcomes?</b>	To provide an update regarding the review and recommended outcome.		
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	No		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</b>			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul>			
<b>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 <a href="#">Equality rep</a> for advice if you are in any doubt.</b>			
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	
<b>NYC additional characteristics</b>			
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
<b>Does the proposal relate to an area where there are known inequalities/probable</b>	N/A		

<b>impacts</b> (e.g. disabled people's access to public transport)? Please give details.				
<b>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?</b> Please explain why you have reached this conclusion.	N/A			
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	x	Continue to full EIA:	
<b>Reason for decision</b>	All proposals for a reduced speed limit and where required traffic calming will be subject to a full consultation exercise providing the opportunity for stakeholders to make representations on the proposal.			
<b>Signed (Assistant Director or equivalent)</b>				
<b>Date</b>				



## 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](mailto: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](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	<b>Review of Petition 'For a maximum speed of 20mph on roads in south and west Harrogate to improve road safety'</b>
<b>Brief description of proposal</b>	This report seeks to provide details of the review of a petition request for a maximum speed of 20mph to be introduced on roads in South and West Harrogate, to improve road safety. The report also seeks to make recommendations regarding measures to be implemented.
<b>Directorate</b>	<b>Environmental Services</b>
<b>Service area</b>	<b>Highways &amp; Transportation</b>
<b>Lead officer</b>	<b>Melisa Burnham (Area Manager)</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	<b>Heather Yendall (Improvement Managers)</b>
<b>Date impact assessment started</b>	<b>21/08/23</b>

OFFICIAL

NOT PROTECTIVELY MARKED

**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.

**Not applicable**

**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.

Funding for road safety and improvements works is already considered as part the annual Highways Capital Works Programme. The cost implications of the proposals set out in this report recommendation will therefore be met from existing budgets.

<p>How will this proposal impact on the environment?</p> <p><b>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.</b></p>	<p><b>Positive impact</b> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<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 <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	X			<p>The imposition of speed limits will help support active travel and road safety. It is recommended that 20mphs are not introduced on the strategic, higher trafficked roads.</p>	<p>No negative impacts identified.</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. Continue to support the schools with travel planning implementation.</p>
	Emissions from construction		x		<p>There is likely to be no impact.</p>	N/A	N/A
	Emissions from running of buildings		X		N/A	N/A	N/A

<p>How will this proposal impact on the environment?</p> <p><b>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.</b></p>	<p><b>Positive impact</b> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<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>
Other						
<p>Minimise <b>waste</b>: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		X				
<p>Reduce <b>water</b> consumption</p>		X				
<p>Minimise <b>pollution</b> (including air, land, water, light and noise)</p>	X			<p>Over a longer time period, by creating safer streets and supporting sustainable travel infrastructure in the immediate area, will facilitate a shift towards active and sustainable modes of transport.</p>		
<p>Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X				

<p>How will this proposal impact on the environment?</p> <p><b>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.</b></p>	<b>Positive impact</b> (Place a X in the box below where	<b>No impact</b> (Place a X in the box below where	<b>Negative impact</b> (Place a X in the box below where	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<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>
Enhance <b>conservation</b> and wildlife		X				
Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b>		X			New signage will be required, but necessary policies will be adhered to ensuring locations are sympathetic to the area and only where legally required.	
Other (please state below)						

**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** 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 the introduction of 20mph on a number of residential areas, within the petition review area. These will contribute to roadsafety in the area and compliments a number of active travel measures in the area .

These recommendations are subject to formal consultation with stakeholders and formal traffic regulation order process will need to be carried out before implementation.

#### Sign off section

This climate change impact assessment was completed by:

<b>Name</b>	<b>Melisa Burnham</b>
<b>Job title</b>	<b>Area Manager</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Directorate</b>	<b>Business and Environmental Services</b>
<b>Signature</b>	<b>M Burnham</b>
<b>Completion date</b>	<b>21/08/2022</b>

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

**Date:**

## North Yorkshire Council

### Harrogate and Knaresborough Area Constituency Committee

14 September

### Otley Road Sustainable Transport Measures – West of Harrogate

#### Report of Corporate Director of Environment

#### **1.0 Purpose of the Report**

- 1.1 To update members and seek their views on the proposed package of measures to take forward as part of the Otley Road Sustainable Transport Measures for West of Harrogate.

#### **2.0 Background**

- 2.1 On 10 February 2023 a decision was made at the former NYCC BES Executive Members meeting to allocate the remaining funds from the National Productivity Investment Fund (NPIF) to develop a package of 'Sustainable Transport Measures' for the West of Harrogate in line with the original NPIF bid objectives. These objectives recognised the need to provide a series of safety improvements and congestion relief along the Otley Road corridor and the delivery of sustainable transport enhancements.

#### **3.0 NPIF Fund**

- 3.1 Funding became available in 2018 for a package of works to deliver in line with the objectives set out in NPIF. Phase 1 was delivered in March 2022 and comprised junction improvement work to the Harlow Moor Road junction including road widening to increase capacity as well as improvements to the traffic 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.
- 3.2 Phase 2 of the NPIF package was to deliver the next phase of a cycle route from the end of Phase 1 at Cold Bath Road junction to the junction of Beech Grove. After stakeholder engagement events and a consultation on this next phase, the feedback did not generate a significant response in favour of any of the proposals set out. Instead, 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 Road 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.

#### **4.0 Study Area Identified**

- 4.1 In order for officers to begin investigating options, a study area was identified around the Otley Road Corridor. This area is shown on Figure 1 in Appendix A.

## **5.0 Officer Working Group**

- 5.1 An officer working group was created to review this study area and create a package of works to deliver from the remaining NPIF funding. The aim of this group was to ensure there was sufficient representation from the various service areas of North Yorkshire Council and to guarantee the proposals link with future development work, such as proposals forthcoming through West of Harrogate. Representation in this group covered Traffic Signals, Passenger Transport, Highway Operations and Development Management. Officers from these teams had three meetings to review the area and discuss the needs and merits of each proposal. A joint walkover of the area was also carried out by representatives from Highway Operations, Passenger Transport and Traffic Signals.
- 5.2 Officers also used available data in the form of personal injury accident data, speed data, traffic volume and on-site observations to develop the package of measures.

## **6.0 Community Engagement**

- 6.1 Understanding the requirements from the public was key to developing any proposals in the area relating to active travel. Officers have engaged with the Harlow and Pannal Ash Residents Association (HAPARA) and attended an engagement event on 25<sup>th</sup> May 2023, which included representatives from the Harrogate District Cycle Action Group (HDCA). The purpose of this event was to inform those in attendance of this package of works that is being developed and ask what they would want to see delivered with the remaining funding from NPIF.
- 6.2 Feedback from the HAPARA engagement event was captured and circulated to the group to share amongst their residents. It identified some main themes such as:
- Provision of public transport services and infrastructure needing to improve in the area
  - Dealing with rat running through residential streets
  - Review of crossing locations in the area to ensure they are in the correct place and that there is sufficient infrastructure to allow walkers to cross higher trafficked roads
  - Reduced speed limits outside schools in the area to support safer streets and encourage parents/children to walk to school rather than get into a car
  - Promotion of existing infrastructure, public rights of way, cycle routes etc. to inform people of these routes which would support people's choices to use alternative modes of travel
- 6.2.1 The full feedback that was collated is available to view on Appendix B.
- 6.3 Officers have also engaged with a local Road Safety Campaign Group regarding speed of vehicles around the many schools that are in the area. Meetings have taken place which brought together Head Teachers from the schools, the Corporate Director, Head of Network Strategy and the Area Manager for Highway Operations. This was organised by Road Safety Campaigners and a petition requesting consideration of 'a maximum speed of 20mph on roads in south and west Harrogate to improve road safety' 'has been received by North Yorkshire Council, which has been carefully considered.
- 6.4 A response to the petition and road safety campaign is available in the Harrogate and Knaresborough Area Constituency Committee Report published 14<sup>th</sup> September 2023 for 20mph proposals in Harrogate.
- 6.5 Finally, it should be recognised that local members have attended the above engagement events. They have also been updated on proposals and offered meetings to discuss the outcomes of the engagement work done.



## **7.0 Consideration of Additional Active Travel and Road Safety Projects in Harrogate**

- 7.1 As discussed in Section 6.3, a proposal and petition has been received and reviewed regarding the installation of 20mph speed limits in the Hookstone, Oatlands and Pannal Ash areas of Harrogate. Full details on North Yorkshire Council's response to this petition and campaign are available as part of a separate report also being presented to the Area Constituency Committee on 14<sup>th</sup> September.
- 7.2 Some of the streets listed in the 20mph report are cross referenced with the proposed package of measures outlined in this report. Some of the schemes being put forward from the review will be delivered through this package of works as they seek to create quieter more community focused streets. Not all roads can be included as 20mph due to their strategic importance on the overall network across Harrogate.
- 7.3 There is an additional active travel scheme that is being developed on Victoria Avenue funded from Active Travel Fund 2 granted by Active Travel England. The proposal included the installation of an off-carriageway cycleway and improved pedestrian crossing facilities. Additional funding was required to deliver this project and a bid was submitted to ATF4 to fund this scheme. The bid was unsuccessful, but work is ongoing to deliver other improvements with the remaining funding from ATF2. This work will be phased and will require additional bids to future ATF grants to deliver the scheme in its entirety. Work is ongoing to deliver improvements for walking, wheeling and cycling over these phased works.
- 7.3 West of Harrogate is a large package of works being established as part of proposed developments forthcoming through the West of Harrogate Parameters Plan. Development in this area will see the introduction of housing and employment sites which will generate additional traffic along the Otley Road Corridor as a result. Officers from NYC working on this project have been part of the Officer Working Group for the Otley Road Sustainable Travel Package to ensure proposals line up with any future improvement work.

## **8.0 Proposed Package of Measures**

- 8.1 Following on from the information gathered at both the community engagement meetings and the Officer Working Group, officers have created a proposed package of work outlined in Table 1 on Appendix C. There are some proposals that were considered but are not recommended to be taken forward with the Otley Road Sustainable Transport Package and these are explained in Table 2 on Appendix C.
- 8.2 The high-level estimated cost for the package of works proposed currently stands at £585,000.
- 8.3 Plans showing the locations of the options outlined in Table 1 are available in Appendix D.
- 8.4 Many of the measures proposed in the package require Traffic Regulation Orders and traffic calming for which consultation will be undertaken in line with statutory processes. Consultation responses would need to be considered prior to delivery and plans may change based on the feedback received.

## **9.0 Next steps for implementation**

- 9.1 A report will be submitted to the Corporate Director for Environment in consultation with the Executive Member for Highways and Transportation in October or November to seek permission to commence design work on proposals recommended in this report in Table 2. A further report will be submitted to the Corporate Director of Environment and Executive Member for Highways and Transportation once design work has concluded with an associated delivery programme and final costs. It is envisaged this will take place in April 2024. Work on this package will therefore be in the 2024/25 financial year.

## **10.0 Equalities implications**

- 10.1 Consideration has been given to the Council's Public Sector Equality Duty and the potential for any adverse impact arising from the recommendations of this report. Officers believe that the recommended options to deliver from this report do not have any adverse impacts on any of the protected characteristics identified in the Equalities Act 2010 or NYC's additional agreed characteristics. The completed Equalities Impact Assessment screening form can be found in Appendix E.

## **11.0 Finance implications**

- 11.1 Funding remaining from the NPIF fund for this package was reported in the BES Executive Member report dated 10<sup>th</sup> February 2023 as being £565,000. Since this date, further Section 106 contributions and contractor recharges has seen the amount available to spend on the package of measures proposed in Table 1 go up to £797,918. It is estimated that £60,000 will be required to deliver outstanding matters on Phase 1.

## **12.0 Legal implications**

- 12.1 A number of the proposals within this report will require Traffic Regulation Orders. When designs are complete officers will commence the statutory legal process including consultation on the making and/or amending of any Traffic Regulation Orders currently in place.
- 12.2 Proposals being developed may require vertical calming measures and as such these would also be subject to consultation as required under The Highways (Road Humps) Regulations 1999.
- 12.3 In making these proposals the Council has had regard to its duty pursuant to Section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians. Further consideration will be given to this duty when considering the responses to the consultation exercises.

## **13.0 Climate Change Impact Assessment**

- 13.1 Consideration has been given to the potential for any adverse impacts on climate change arising from the recommendations of this report. A climate change assessment has been completed and included as Appendix F to this report. It is the view of officers that the recommendations included in this report do not have any adverse impacts on Climate change.

**14.0 Recommendation**

14.1 That Members consider this update and note its content.

**APPENDICES:**

Appendix A – Otley Road Study Area

Appendix B – Study Feedback

Appendix C – Proposed Package of Works

Appendix D – Options Locations

Appendix E – Equalities Impact Assessment

Appendix F – Climate Change Impact Assessment

**BACKGROUND DOCUMENTS:** None

KARL BATTERSBY

Corporate Director of Environment

County Hall

Northallerton

06 September 2023

Report Author – Heather Yendall / Melisa Burnham, Area Manager

Presenter of Report – Heather Yendall / Melisa Burnham, Area Manager

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

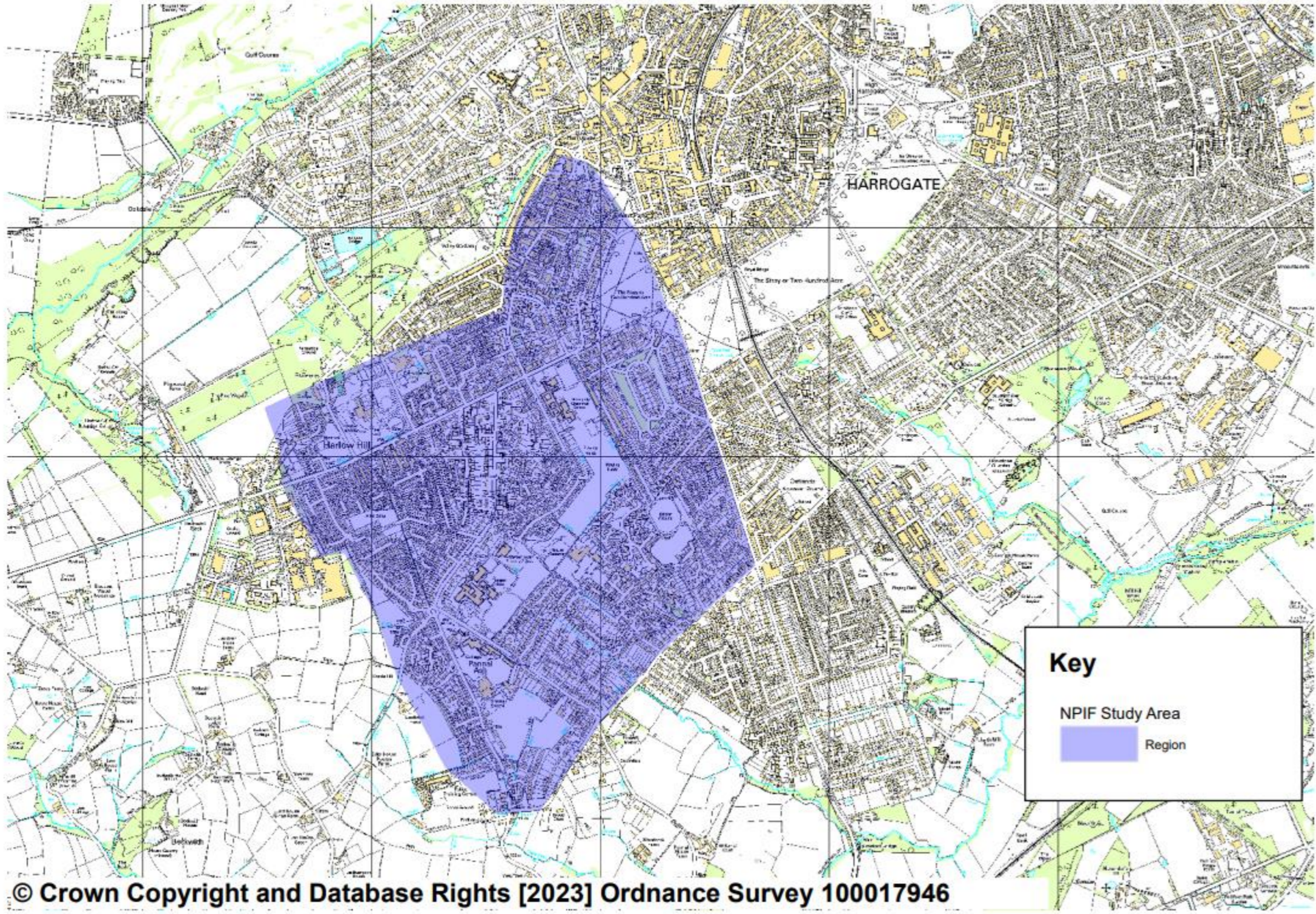


Figure 1 – NPIF Otley Road Sustainable Travel Package Study Area

**HAPARA & NYC Highways public meeting****Notes - 25.05.23****Attendees**

HAPARA - David Parry, David Siddans, Rene Dziabas  
 NYC Melisa Burnham, Area Mgr, Heather Yendall, Improvement Mgr, Chris Blackburn, Highways Customer Comms Officer

**Themes / Concerns / Ideas raised by attendees at the meeting.****Buses / Public Transport**

- Improved bus services in terms of frequency e.g. No 36 – which is every half hour to pick up within community off Otley Rd or if new routes need to be considered to encourage people to leave the car at home.
- Bus stop locations – Review and consider if more stops are required and accessibility around those stops. Are there dropped kerbs for example for people to reach the stops easily
- Increase the number of bus shelters – to encourage people to catch buses when raining
- Engage with TransDev to review bus routes / bus stop locations
- Joint education programme to encourage people to use public transport
- Consider ideas to promote safe travel whilst on public transport which will help to increase evening usage.

**Roads**

- Rat Runs – As roads get busier, road users become more inclined to use residential roads to bypass busy sections, but it was recognised by adding traffic calming in one area it diverts the issue to another residential area
- As Otley Road Phase II has been cancelled how will this shared corridor be linked to wider ped / cycle routes?
- Review current crossing locations on Otley Road – consider routes used by pupils of the Grammar School to encourage better usage
- Signalled Crossing timings – considered too long before the ‘green man’ is illuminated, pupils therefore do not wait and cross. Investigate speeding up activation of ‘green man’ to encourage pupils to wait for the green man before crossing.
- What is NYC’s Transport Strategy for Pedestrians / cyclists / cars / bus / rails
  - **Update** – Launch of Let’s Talk Transport survey is the vehicle to capture resident and business feedback to help steer and create this strategy for the next few years.
- Reduce Cars entering Harrogate – suggestion to use the Paris model to allow cars with Odd number registrations on one day and even numbers the next. Can we get creative, but also need viable transport solutions across the town and how people from out of town can effectively get into town.
- Otley Road Phase I & II both projected the cycle path rather than it being a shared space, now changes to the Highway code puts pedestrians as the highest priority road user more needs to be done to encourage walking and not just cycling.
- Some cyclists want to travel at speed, but cycle paths are not designed for this type of cyclist, so they prefer to stay on the carriageway. Therefore, to encourage families and young people does more need to be done to promote Otley Road for this type of cyclist? Who is the target audience in terms of who would use these shared cycle paths?
- Review country wide and historic schemes to identify concepts that may work in the Harrogate area e.g. The Ipswich Farmer who put a condition when selling his land to a developer in the 70s’s to include public rights of way which are still used today.
- Identify possible solutions to stop / discourage cars parking on footways e.g. Green Lane at school time and Arthurs Avenue.

- Consider Yellow Box at junctions e.g., Pannal Ash Road at the junction of Otley Road to help flow of traffic
- Creation of appropriate crossing points on the Otley Road Corridor – an example being a crossing point for Park Avenue/Cheech Grove across Otley Road for pedestrians and cyclists
- Increasing the provision of active travel infrastructure in new developments as standard to try and encourage alternative modes of travel from first occupation

### **School Zones**

- Identify suitable locations for 20mph zones e.g., outside schools
  - Also need to consider how to educate drivers to adhere to a slower speed limit without relying on enforcement
- School drop off / pick up was quoted as being for 80% of the school population
  - Identify key motivators and solutions to overcome these challenges
- Merging of 6<sup>th</sup> Forms at Harrogate Grammar School will increase traffic at start and end of school days. Plus, increased demand for parking as more sixth formers have access to cars.
  - Engage with Grammar School to promote and reward car sharing e.g. parking on school property or other reward scheme
- Public Rights of Way – Harrogate has a significant number of PROWs – More needs to be done to promote the various route and where they lead to.
- PROW – Need for proactive management of these routes to ensure they are maintained to encourage their use

### **Funding**

- £500k is a large amount of money but will only pay for so much in terms of improvements. Once a programme of ideas is produced will more funding be made available?
  - Need to design and prepare solutions that can be brought out when additional funding is identified in the future.
- Developer Contribution (S106) – broader consultation with the residents on how this funding could be used to improve the local area?
- Request to see the wider strategic plan for Active Travel in Harrogate.
- New housing developments in and around Harrogate increases traffic on the road as more people live and commute in and out of town – Can more funding be provided from central government to help accommodate more people using the same network of roads?

### **Next steps**

- Share notes with HAPARA and other groups
- Highways to consider these ideas to help inform the final proposed Otley Road sustainable delivery package.
- Further public meeting to be booked in during Autumn to present the plans and how the £500k will be utilised

Table 1 – Proposals for NPIF funding to take forward

Item Number	Proposals and/or Requests	Anticipated Improvement	Cost Estimate	Suggested for Delivery?	Reason
1	Signal upgrade at Cold Bath Road / Otley Road/Arthurs Avenue Junction	Upgrading signal equipment to link with signals at Pannal Ash Road Junction. Also look into amending some of the kerb lines to make the footpaths wider	£ 200,000	Yes	To provide congestion relief on Otley Road Corridor. The upgrade was planned as part of the previous cycle scheme and is necessary to improve the link between these signals and Pannal Ash Road / Otley Road junction signals. This will improve traffic movement and congestion between the two signalised junctions to increase capacity
2	Improvements and alterations to the bus stops along Otley Road Corridor	The changes will include relocation/removal of bus stops to reflect current services. Improvements to kerbs, signs etc. for accessibility.	£ 50,000	Yes	To improve facilities and accessibility around bus stops along Otley Road to reflect latest changes to bus services in the area.
3	Extension of the 20mph on Cold Bath Road to the junction with Otley Road including surrounding residential roads	Traffic calming required alongside formalising parking arrangements and installation of double yellow	£ 100,000	Yes	To reduce speed and enhance the local environment to bring the area forward as a pleasant place to walk, wheel and cycle.
4	Improve the access arrangements at the pedestrian crossing outside Falcon Chiropractic on Cold Bath Road and install a raised table to calm traffic	Relocate signals cabinet to opposite side of the road where the pavement is wider. Relocate the cycle storage and refuse bin.	£ 5,000	Yes	To improve accessibility around the pedestrian crossing that is currently blocked by other infrastructure placed on the highway
5	Install an uncontrolled crossing point on Cold Bath Road adjacent Western Primary School	Install a build out and uncontrolled crossing point. May require amendments to the parking bays and extension of double yellow lines	£ 10,000	Yes	To provide a safer place to cross near the school in addition to providing some minor traffic calming and preventing illegal parking at the junction
6	Improve the crossing between the public right of way (PROW)on Green Lane and Ashville College	Provide a build out to improve visibility emerging from the Public Right Of Way and also slow traffic at the uncontrolled crossing point.	£ 10,000	Yes	To improve visibility for pedestrians and cyclists emerging from the bridleway
7	Review signing for cycle routes across the area	Review and improve signing of the cycle routes across Harrogate in line with the LCWIP	£ 25,000	Yes	To improve awareness of cycle routes across the network in Harrogate
8	20mph limit or zone outside Harrogate Grammar school on Arthurs Avenue (incorporating Cundall Way, Southway, Grasmere Crescent, Rossett Way, Arthurs Close, Arthurs Grove, Richmond Avenue, Richmond Road, Richmond Close, Richmond Holt)	Reduction in speed limit to 20mph with associated traffic calming	£ 75,000	Yes	To reduce speed outside the school and to enhance the local environment by making the streets feel safer
9	New cycle parking and improved public realm on Cold Bath Road.	Parklet or similar for cycle parking and places to sit/rest	£ 10,000	Yes	To enhance the local area and provide facilities to promote active travel.
10	Potential improvement to Nursery Lane to allow cyclists to use as an off-road leisure route	Investigate the potential of a cycle track order and associated infrastructure works to the surface. Thirs Party Land would be required.	£ 100,000	Yes	To provide additional off-road infrastructure for cyclists

£ 585,000

Table 2 – Proposals not being taken forward with NPIF funding

Item Number	Proposals and/or Requests	Anticipated Improvement	Suggested for Delivery?	Reason
11	New crossing facility on Otley Road near Park Avenue/Beech Grove	Provide a crossing facility on Otley Road to link to the stray and Beech Grove	No	Will be considered alongside proposals being developed as part of West of Harrogate.
12	Pannal Ash Road resurfacing and traffic calming	Resurface the carriageway and provide traffic calming	No	Will be advertised for installation prior to resurfacing scheme if successful will be incorporated into the surfacing scheme being delivered in the 24/25 Financial Year.
13	Beech Grove layout changes at junction with Lancaster Road	Build outs to calm traffic and reduce car parking bays	No	We will be investing in the design of options to be considered as part of any changes brought about by West of Harrogate developments. Some funds may have to be set aside to allow for this work to take place.
14	20mph zones around Green Lane and Yew Tree Lane	Implementation of 20mph and associated traffic calming	No	Has been considered in separate report being considered at September ACC in response to the 20mph proposals from the Road Safety Campaign and petition. Funding for this would need to be secured separately to the NPIF package of works

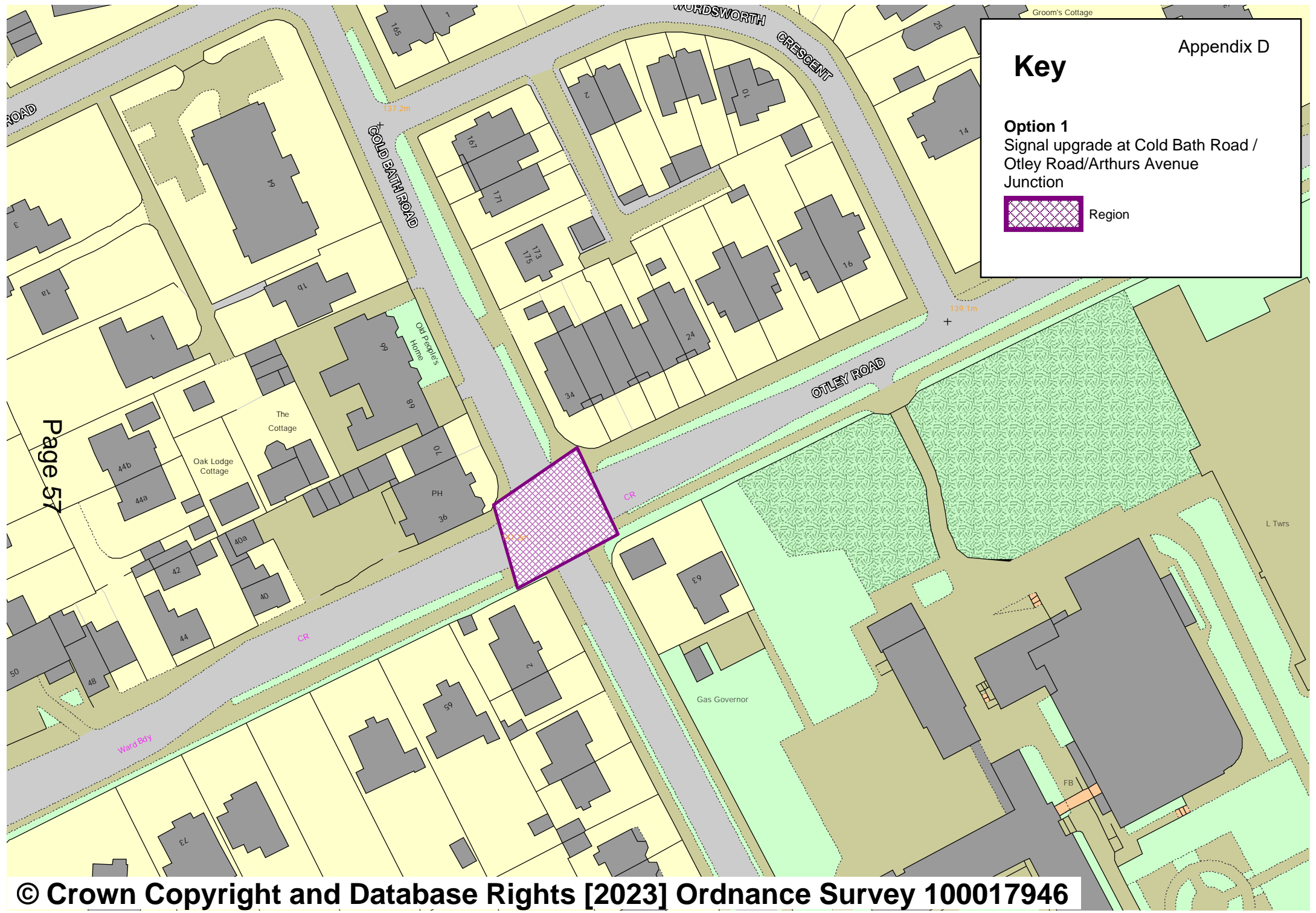


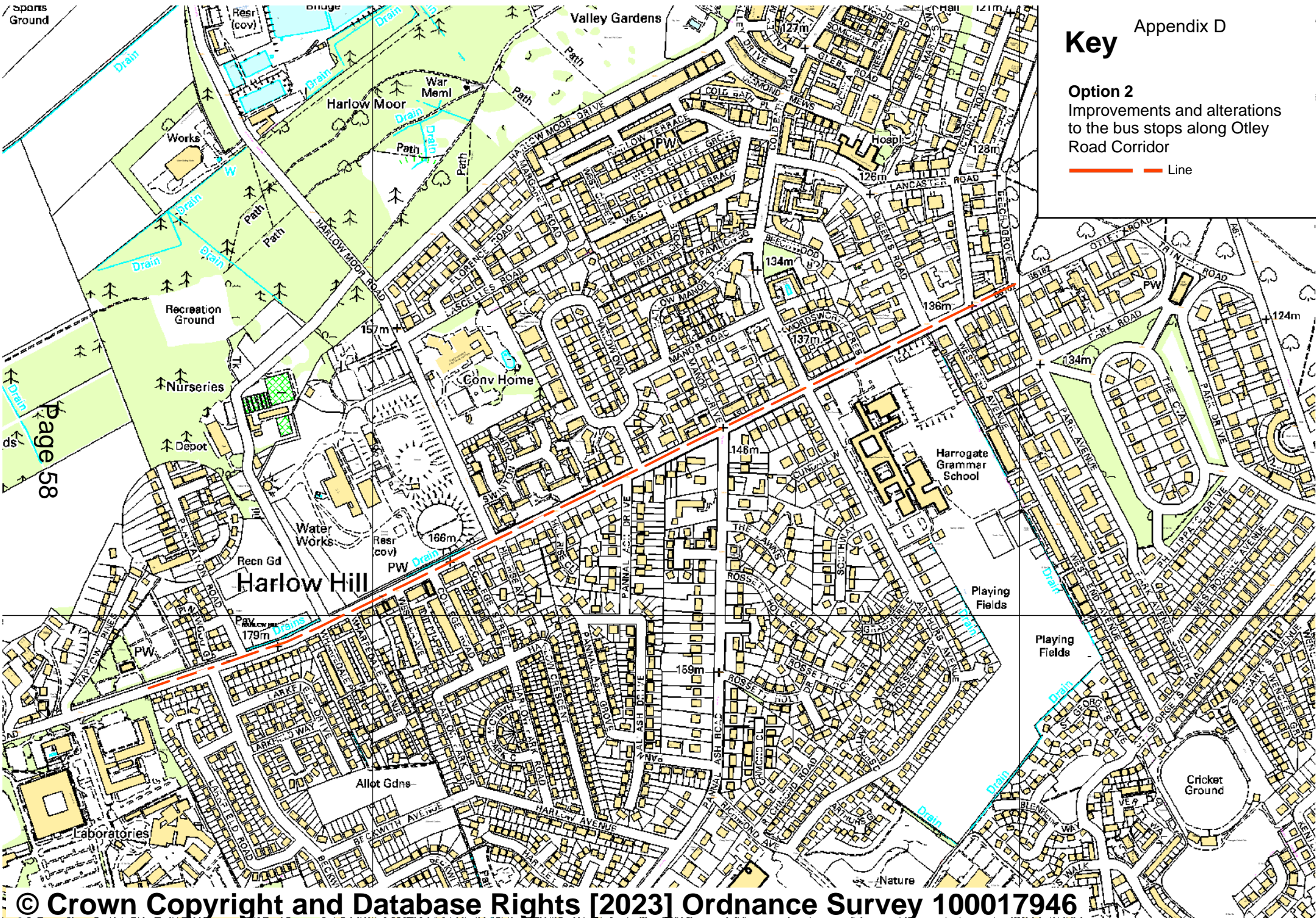
# Key

**Option 1**  
Signal upgrade at Cold Bath Road /  
Otley Road/Arthurs Avenue  
Junction



Region





# Key

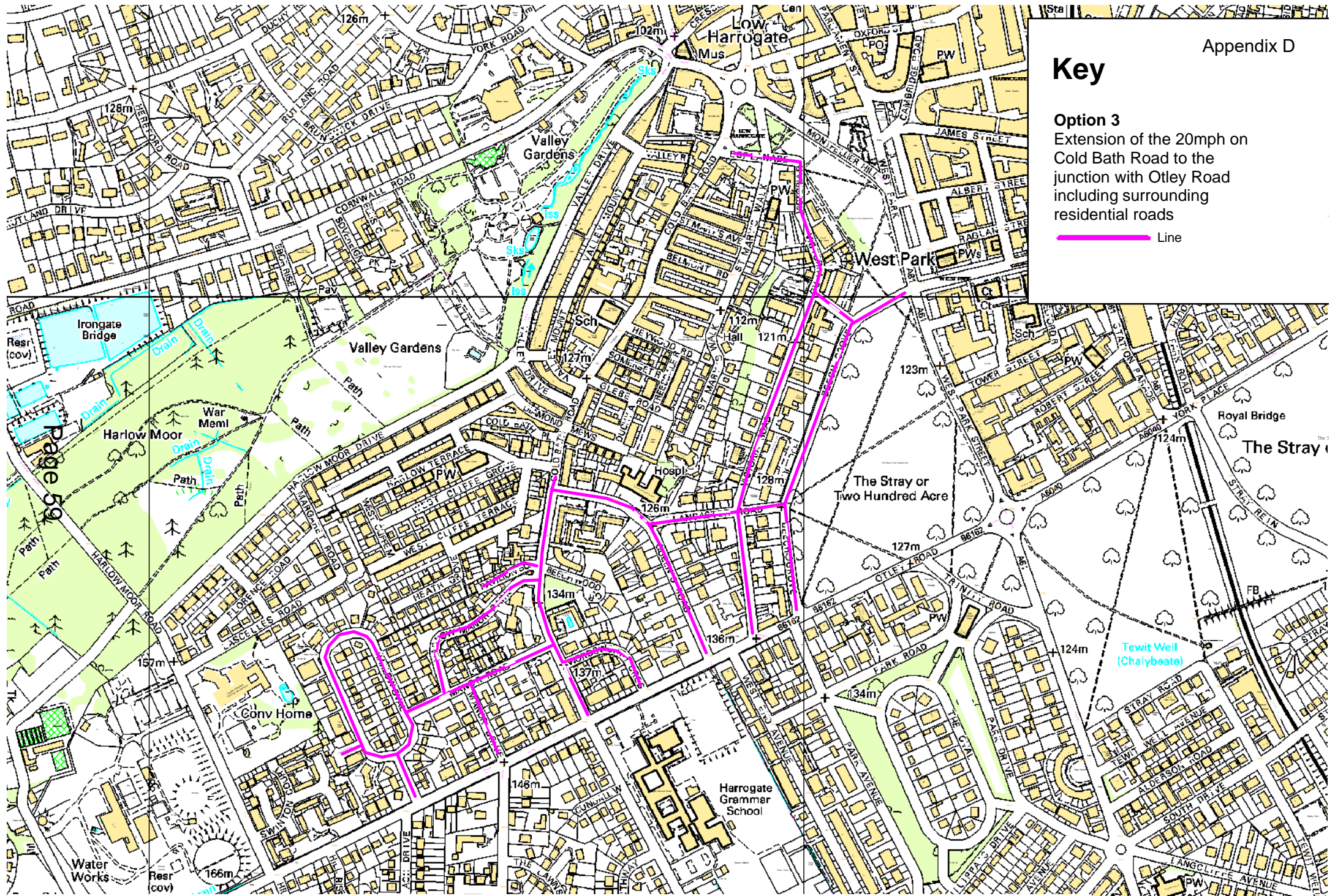
**Option 2**  
Improvements and alterations  
to the bus stops along Otley  
Road Corridor

— Line

# Key

**Option 3**  
Extension of the 20mph on Cold Bath Road to the junction with Otley Road including surrounding residential roads

— Line

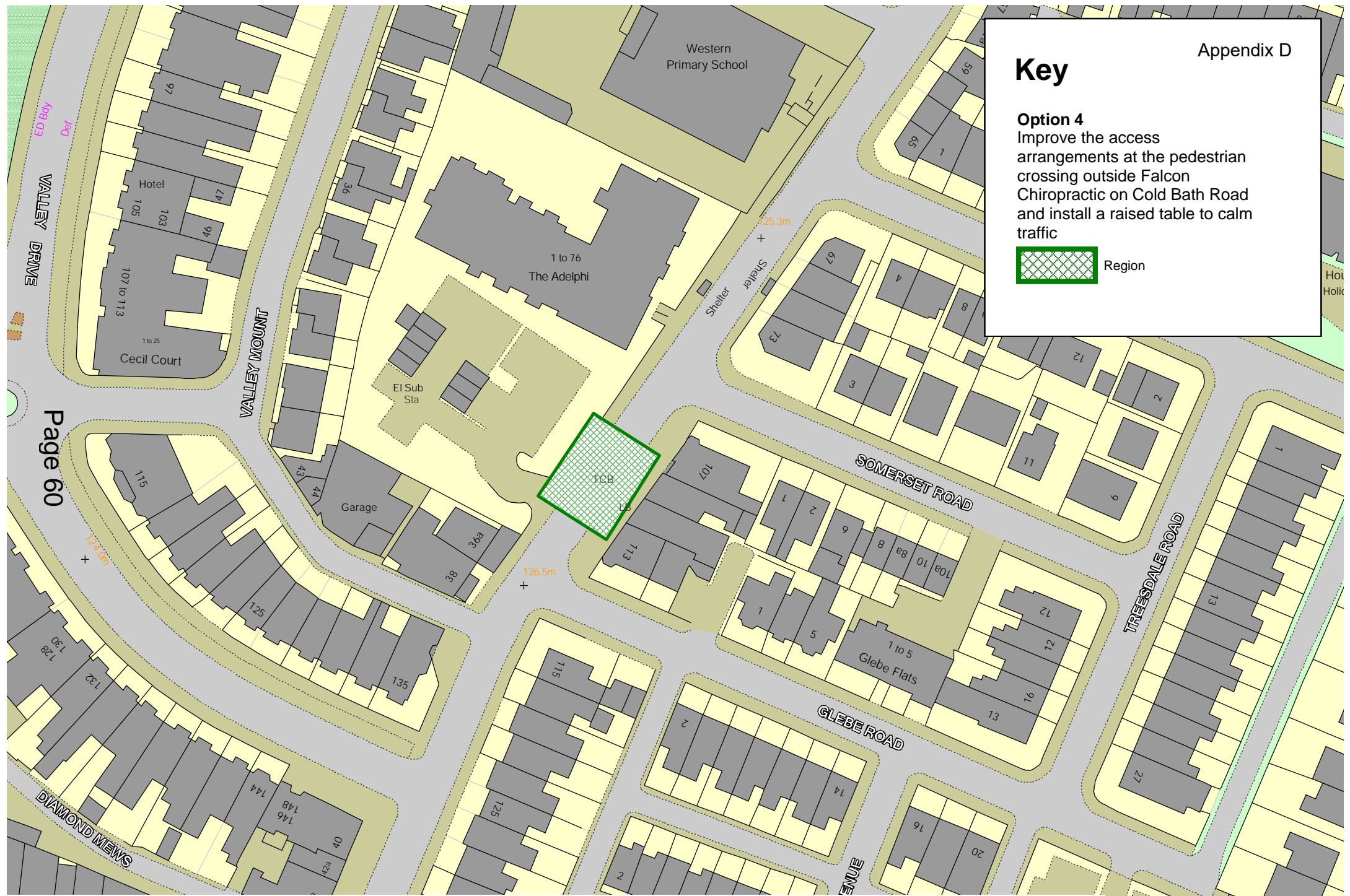


# Key

**Option 4**  
 Improve the access arrangements at the pedestrian crossing outside Falcon Chiropractic on Cold Bath Road and install a raised table to calm traffic



Region

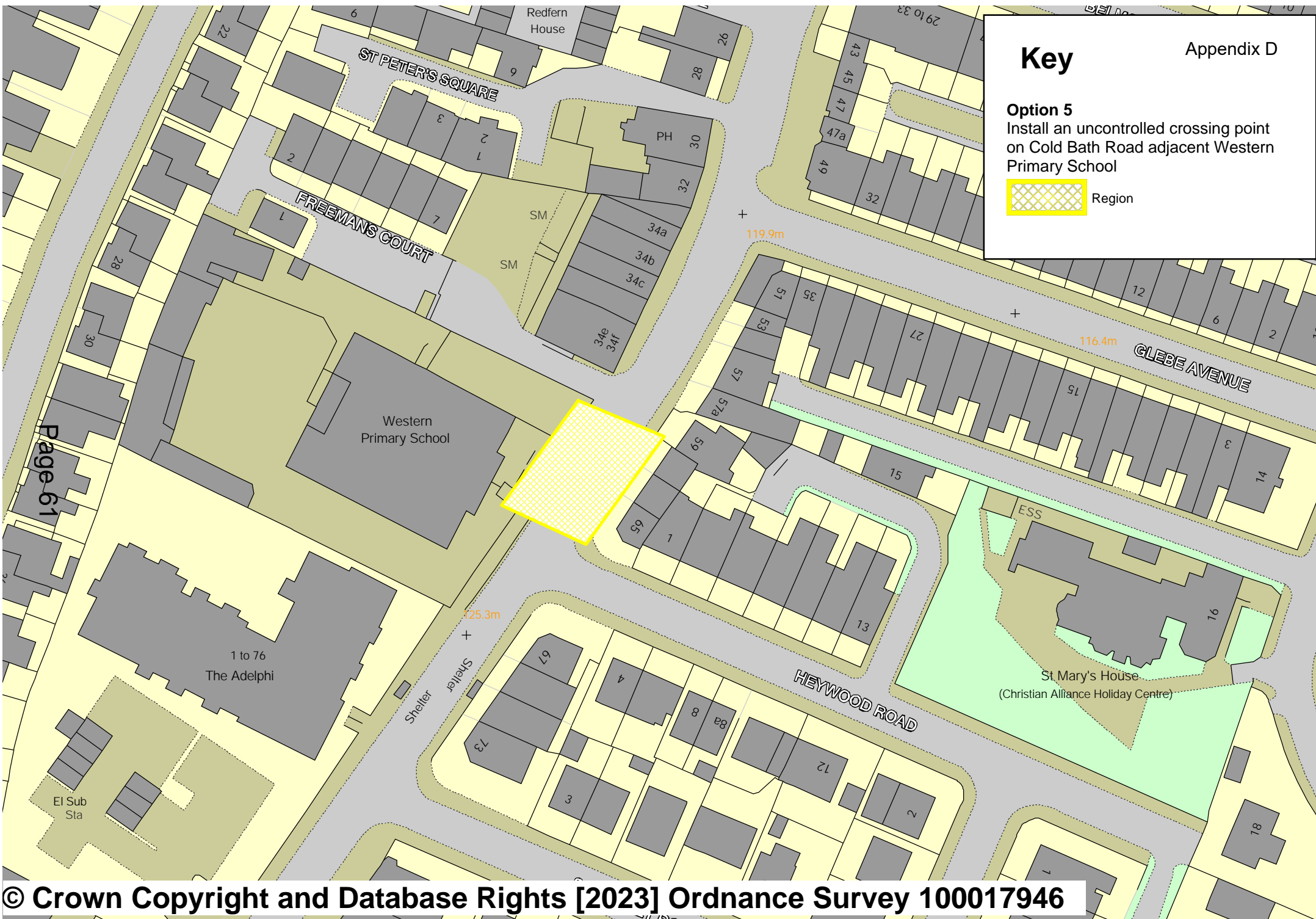


# Key

**Option 5**  
Install an uncontrolled crossing point  
on Cold Bath Road adjacent Western  
Primary School



Region



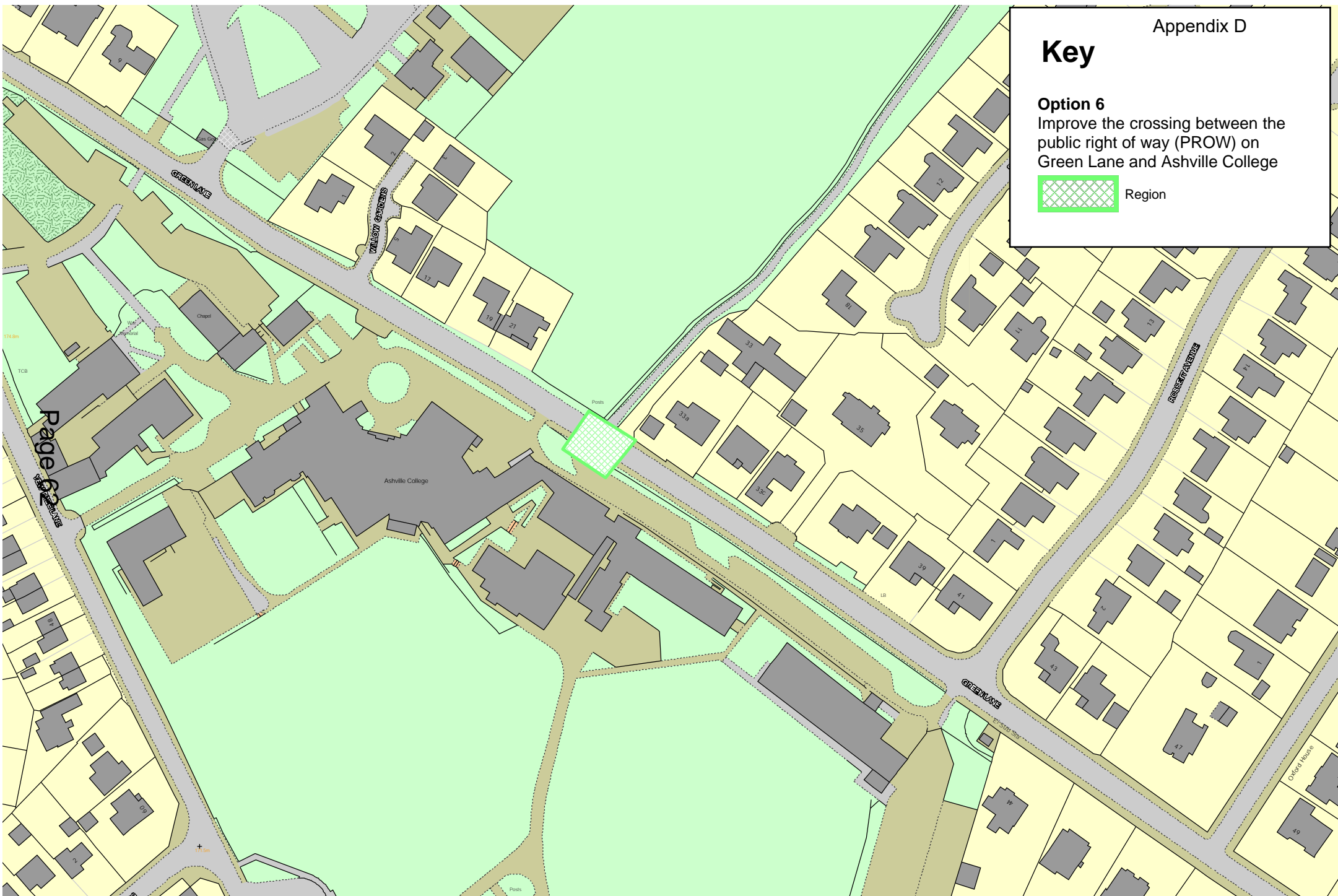
# Key

## Option 6

Improve the crossing between the public right of way (PROW) on Green Lane and Ashville College



Region



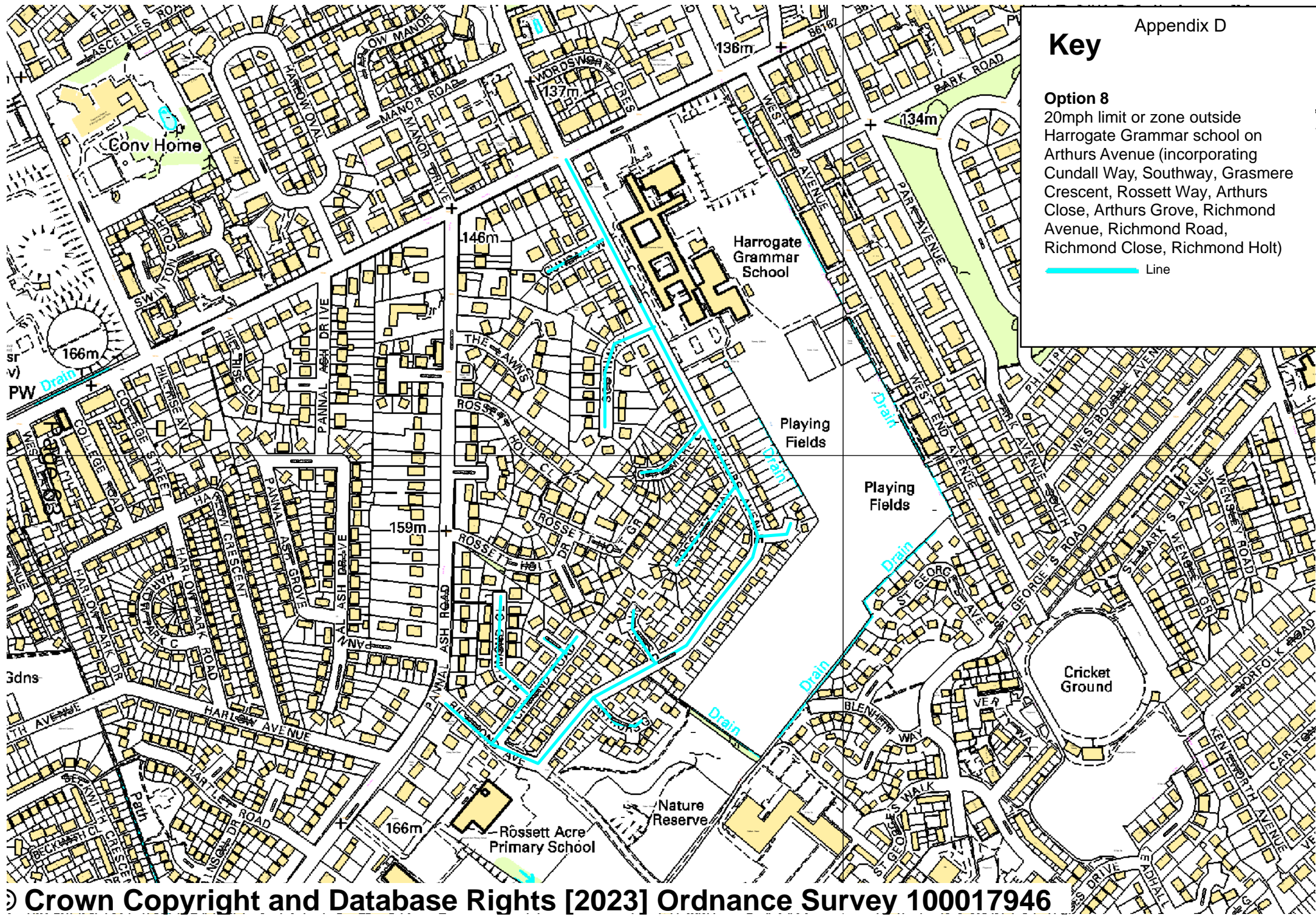
Page 62  
GREEN LANE

# Key

## Option 8

20mph limit or zone outside Harrogate Grammar school on Arthurs Avenue (incorporating Cundall Way, Southway, Grasmere Crescent, Rossett Way, Arthurs Close, Arthurs Grove, Richmond Avenue, Richmond Road, Richmond Close, Richmond Holt)

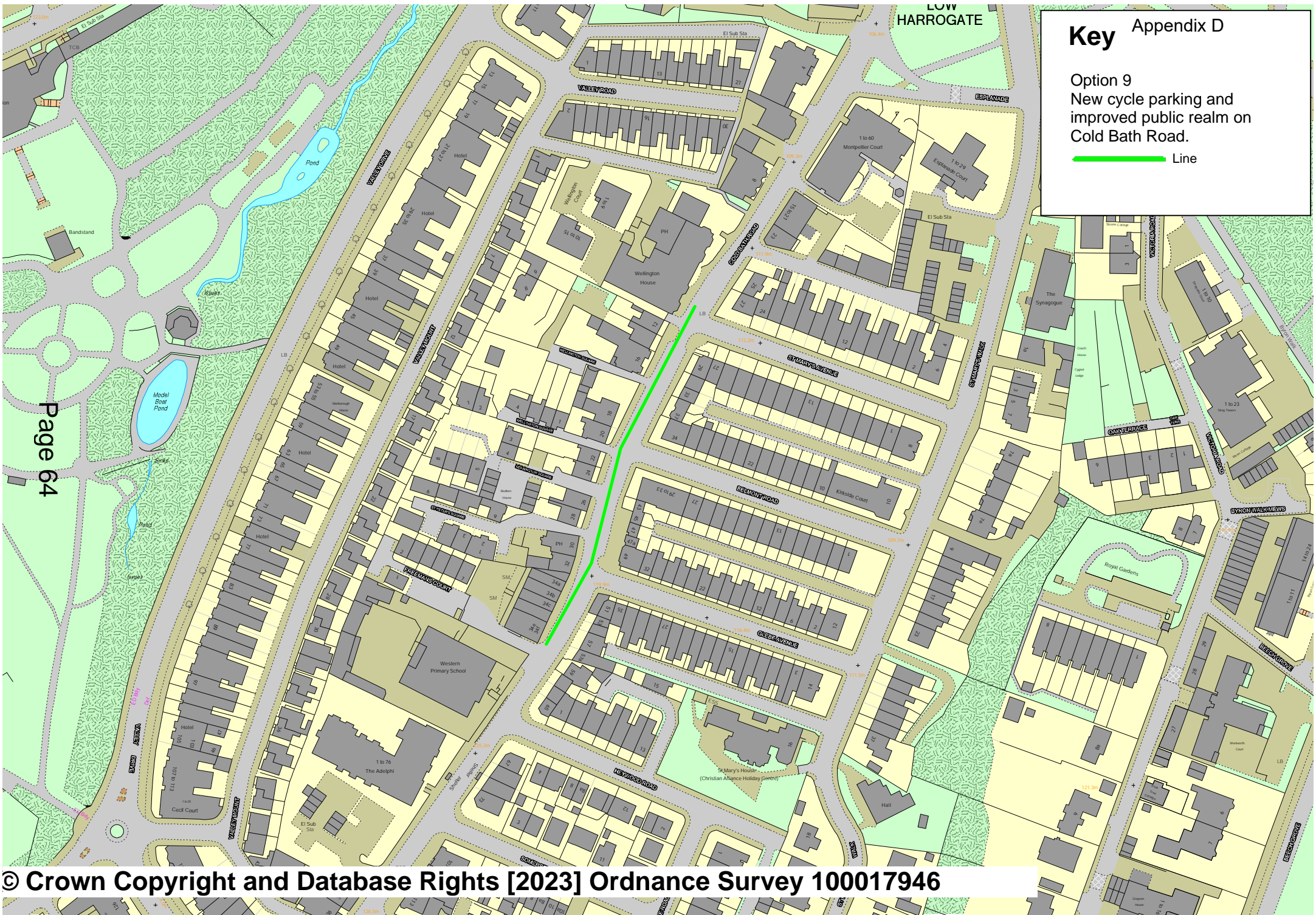
— Line



# Key Appendix D

Option 9  
New cycle parking and  
improved public realm on  
Cold Bath Road.

— Line

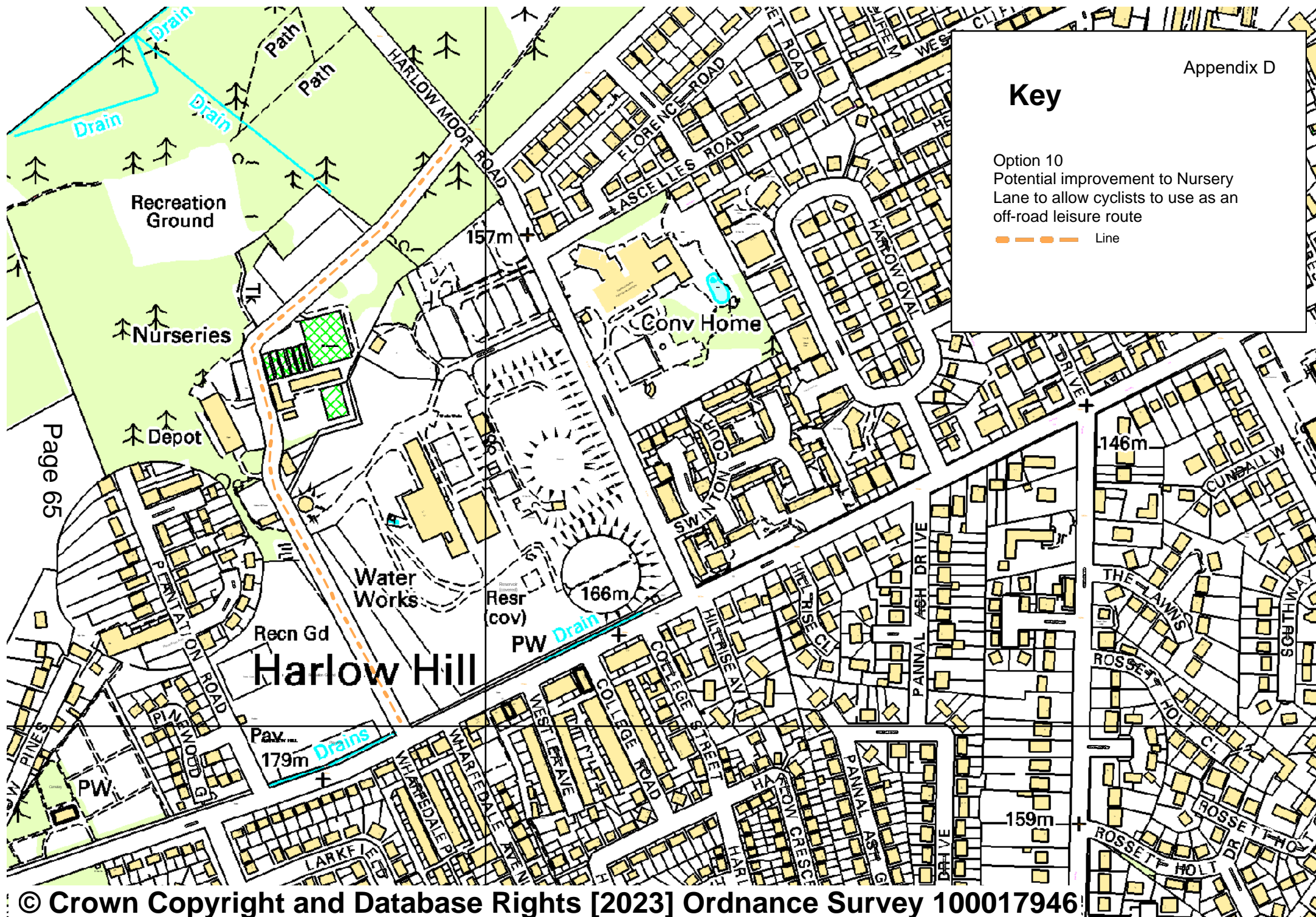




### Key

Option 10  
Potential improvement to Nursery Lane to allow cyclists to use as an off-road leisure route

— — — — — Line



Page 65

## Harlow Hill

<b>Initial equality impact assessment screening form</b>			
<b>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.</b>			
<b>Directorate</b>	Environment		
<b>Service area</b>	Highways and Transportation		
<b>Proposal being screened</b>	<b>Otley Road Sustainable Transport Measures – West of Harrogate</b>		
<b>Officer(s) carrying out screening</b>	Heather Yendall		
<b>What are you proposing to do?</b>	The report outlines the updated proposals and recommended delivery outcomes from the review of the remaining funding from the National Productivity Investment Fund		
<b>Why are you proposing this? What are the desired outcomes?</b>	To provide a safe and sustainable transport network along the Otley Road Corridor to support sustainable travel and reduce congestion.		
<b>Does the proposal involve a significant commitment or removal of resources?</b> Please give details.	No		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</b>			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> <li>• To what extent is this service used by particular groups of people with protected characteristics?</li> <li>• Does the proposal relate to functions that previous consultation has identified as important?</li> <li>• Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul>			
<b>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 <a href="#">Equality rep</a> for advice if you are in any doubt.</b>			
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	
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
<b>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.</b>	No – although some of the proposals will seek to improve accessibility to existing infrastructure, such as amendments to bus stops.		
<b>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</b>	No		

<b>protected characteristics?</b> Please explain why you have reached this conclusion.				
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:	<input type="checkbox"/>
<b>Reason for decision</b>				
<b>Signed (Assistant Director or equivalent)</b>				
<b>Date</b>				

## 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](mailto: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](mailto:climatechange@northyorks.gov.uk) for advice.

Page 68

<b>Title of proposal</b>	<b>Otley Road Sustainable Transport Measures</b>
<b>Brief description of proposal</b>	<b>Development towards the implementation of highway improvements schemes including reduction in speed limits, traffic calming, improved crossing facilities and alterations to bus stops</b>
<b>Directorate</b>	<b>Environment</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Lead officer</b>	<b>Heather Yendall</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	
<b>Date impact assessment started</b>	<b>22/08/2023</b>

**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.

**The original proposal was to construct the next phase of the cycleway on Otley Road, Harrogate between the junction of Cold Bath Road/Arthurs Avenue/Otley Road to the junction with Beech Grove/Otley Road. A consultation took place in between October – December 2022 and a report was presented to the Executive Member for Highways and Transportation on 10<sup>th</sup> February recommending the implementation of this cycleway is not taken forward and to instead develop a package of sustainable transport measures for the West of Harrogate. This recommendation was subsequently approved.**

**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.

The proposal will be cost neutral as the package will be funded from the National Productivity Investment Fund for the Otley Road Corridor.

<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><b>Positive impact</b> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<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 <b>greenhouse gas emissions</b> 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 monitoring post implemented.</p>
	<p>Emissions from construction</p>	<p>x</p>		<p>There is likely to be no impact but it will depend on the final designed package of works. Civils work will be required but our contractors will work to package work together and minimise travel.</p>	<p>Works will be packaged together wherever possible to ensure efficiency of delivery.</p>	<p><b>N/A</b></p>
	<p>Emissions from</p>	<p>x</p>		<p><b>N/A</b></p>	<p><b>N/A</b></p>	<p><b>N/A</b></p>

How will this proposal impact on the environment?		Positive impact (Place a X in the box below where)	No impact (Place a X in the box below where)	Negative impact (Place a X in the box below where)	Explain why will it have this effect and over what timescale?  Where possible/relevant please include: <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Page 7	running of buildings						
	Other		x		N/A	N/A	N/A
Minimise <b>waste</b> : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic			x				
Reduce <b>water</b> consumption			x				
Minimise <b>pollution</b> (including air, land, water, light and noise)		x			Proposals will assist in facilitating modal shift to more sustainable modes of transport over time.		
Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers							

<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>	<b>Positive impact</b> (Place a X in the box below where	<b>No impact</b> (Place a X in the box below where	<b>Negative impact</b> (Place a X in the box below where	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>Changes over and above business as usual</li> <li>Evidence or measurement of effect</li> <li>Figures for CO<sub>2</sub>e</li> <li>Links to relevant documents</li> </ul>	<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>
Enhance <b>conservation</b> and wildlife		x		N/A		
Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b>		x		N/A	New signage will be required, but necessary policies will be adhered to ensuring locations are sympathetic to the area and only where legally required.	
Other (please state below)				N/A		



**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 design works commences on the proposed measures in the Otley Road Sustainable Transport Package to address a wider scope of active travel modes, alleviate growth and address safety concerns along the Otley Road Corridor.

Following the design and costing of proposals, these will be presented to Environment Corporate Director in consultation with the Executive Member for Highways and Transportation for approval and to begin construction. A further climate change impact report will be included in that report.

Legal implications have been considered and it should be noted that proposed Traffic Regulation Orders will be required for the development of these measures.

### Sign off section

This climate change impact assessment was completed by:

<b>Name</b>	<b>Heather Yendall</b>
<b>Job title</b>	<b>Improvement Manager</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Directorate</b>	<b>Environment Services</b>
<b>Signature</b>	<b>H Yendall</b>
<b>Completion date</b>	<b>22/08/23</b>

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

**Date:**

This page is intentionally left blank

## North Yorkshire Council

### Harrogate and Knaresborough Area Constituency Committee

14 September 2023

### Harrogate Transport Projects

#### Report of the Corporate Director of Environment

#### **1.0 PURPOSE OF REPORT**

- 1.1 To update Members on the progress on three projects within their area: the Oatlands feasibility study, the Harrogate Transport Improvements Programme and the Killinghall bypass.

#### **2.0 SUMMARY**

- 2.1 This report provides an update on each project and it sets out ongoing work where relevant and next steps.

#### **3.0 BACKGROUND**

- 3.1 A variety of projects have been under development in the Harrogate area for some time. As these schemes are strategic projects and likely to require significant investment, they are developed in line with the Department for Transport (DfT) framework for large local major transport schemes. These schemes are developed by the Council's transport planning team, who lead on development of scheme business cases, government bidding opportunities and transport policy.
- 3.2 The DfT has a specific framework within which they expect major scheme business cases to be developed and they are also clear that they expect major schemes to have a focus on sustainability, have high levels of public support and to have considered a wide range of options before selecting an optimum solution. Developing a DfT compliant business case is a significant undertaking, which in general would be expected to take as a minimum around six years from the point at which a range of options are shortlisted.
- 3.3 North Yorkshire Council will soon begin the process of forming a Mayoral Combined Authority (MCA) with City of York Council and at that stage, major transport schemes from both authorities are expected to come together to form a major schemes pipeline. A list of potential schemes is currently being developed by officers from both authorities, with the potential that schemes such as Harrogate Transport Improvement Programme (HTIP) may be included in the major schemes list. It is anticipated that the MCA will have a greater degree of control over its investment decisions, but schemes will still need to be assessed through a rigorous assurance process into which the DfT will input.
- 3.4 This report sets out the latest position with the development of the HTIP study, the Oatlands feasibility study and the Killinghall Bypass study, all of these studies are at the optioneering stage. This means that a range of possible options are being identified, considered and tested.

## **4.0 HARROGATE TRANSPORT IMPROVEMENTS PROGRAMME**

- 4.1 Since 2019, when the Harrogate Congestion Study public engagement showed very low support for any of the Harrogate relief road alignments (78% against), the Council has been working on developing a number of options to reduce congestion. This study, known as HTIP, in its first phase considered options for several corridors into the centre of Harrogate, but due to the funding required to develop a compliant business case, its current second phase has been focussed on one corridor, the A61 Leeds Road. The rationale for this, is that whilst discrete intervention can bring some level of benefit, evidence points to a coordinated approach in an area providing more opportunities to reduce congestion and improve facilities for all modes of transport.
- 4.2 The cost of implementing a solution likely to deliver any form of traffic reduction is such that it exceeds the Council's current own budgets. On that basis, officers have been developing a number of potential options which could form a larger major scheme. The intention of that would be gaining entry to the DfT's large local major scheme programme or recommending the scheme for further development as part of the MCA pipeline of major schemes.
- 4.3 Framework consultants WSP have been developing measures to form the basis of a number of possible approaches on the corridor, comprising varying levels of ambition for change. Officers and engineers are currently reviewing these from a technical and policy perspective, with a view to feeding back to consultants and providing a final report in the autumn.
- 4.4 Measures include provision of sections of bus priority facilities, improved signals and crossing facilities for pedestrians, cycle infrastructure and also consideration of how junctions can be improved to enhance movement of all modes along the corridor. Clearly a balance of competing needs will have to be considered and, in particular, the constraints on land availability due to highway extents and Stray land, mean that in some cases, the optimum solution cannot be deliverable.
- 4.5 Work on HTIP has been progressing well, but has taken longer than anticipated, in order to ensure that transport modelling for the project aligns with the transport assessments being undertaken for the West of Harrogate Development Management Plan. Officers from both projects are working closely together to ensure that transport forecasting and modelling is based on figures that have been agreed in line with the development plan work.
- 4.5 Park and Ride forms part of the HTIP study, but the scope of the park and ride element of study is wider than that for the main study itself and considered the whole of the Harrogate and Knaresborough urban area.
- 4.6 The reasoning for the study being extended beyond the A61 considers the recognition that for park and ride to work effectively, would almost certainly require some degree of parking management, and for this to be applied equitably, park and ride options would need to be available from a range of access points around the town centre.
- 4.7 The Park and Ride element of the study builds on the work that was undertaken as part of the first stage HTIP review, but includes some additional potential sites and also considers the deliverability of suitably designed sites in the areas of land that have been considered. At the time of writing, costs are being worked up for the development of the sites, as this will help to inform a broad overview of costs and benefits, in line with expected best practice.

- 4.8 The study has considered a range of operating models, including using a dedicated service, and providing park and ride facilities on an existing bus route. It has also looked at sites on and off the main public highway and on land both publicly, and currently privately owned. Early indications from the study are that none of the sites that have been considered would be financially self-sustaining, but with a degree of subsidy from public funds, could in time operate at a profit. However, this would require a period of investment. Further details on this will be provided in due course, once further technical information has been developed and recommendations of the study can be finalised.
- 4.9 In order to develop final recommendations, and in view of the important links between HTIP and the West of Harrogate Development Project, collaboration between teams will ensure that further reporting can take place at the earliest possible opportunity once the final assessment work has been undertaken. Timescales are still being determined for this, but is expected to be during the Autumn.

## **5.0 OATLANDS FEASIBILITY STUDY**

- 5.1 The Oatlands Feasibility Study came about following the public engagement that was undertaken on the options suggested as part of the Harrogate Active Travel Fund Tranche 2 (ATF2) proposals, which were developed as part of the government's response to social distancing during the Covid 19 pandemic.
- 5.2 The original proposals that were developed at short notice in line with government timescales, were consulted on but failed to gain a level of public support sufficient to allow them to be either developed further
- 5.3 On that basis, officers agreed with the DfT and then Active Travel England (ATE), that the money that had been nominally set aside to consider issues in the Oatlands area could be used to further develop alternative proposals for active travel in that area.
- 5.4 As part of this new project, the responses from the original public engagement were combined with information collected through a number of traffic and transport surveys, to establish what other options might be feasible for delivery in that area. Further, a separate public engagement, using the Commonplace platform, was used to allow local residents and people who visit or travel through the area, the opportunity to comment on issues within the study area, both positive and negative.
- 5.5 In addition to this, officers met with the local ward member and have also met with other key stakeholders as part of on-going discussions around issues and options in the area.
- 5.6 Discussions with stakeholders suggest that two of the biggest areas of concern in the area are indiscriminate parking and also the reduction in bus services and bus penetration into some of the smaller side roads running off the main thoroughfares of Oatlands Road and Hookstone Chase.
- 5.7 Data collected as part of the project showed that a large proportion of vehicles in the study area were making through trips and that traffic speeds on some roads suffered from speeds that were higher than the posted speed limit. The study also demonstrated that high numbers of vehicles were parking on streets between the hours of 8am and 5pm, indicating a level of commuter parking.
- 5.8 With regards to the data collected through the public engagement, there was no clear consensus on what constitute the priority issues in the area, although indiscriminate parking, traffic speeds and issues in crossing the road were all mentioned in responses.

- 5.9 When it came to identifying solutions to the issues in the area, there was somewhat more consensus. Less parking and reduced traffic volumes were the two most popular options, with cycle lanes, slower traffic, and easier ways to cross the road also achieving a high level of support.
- 5.10 Based on this information, officers have been working to determine a series of possible next steps. In addition to this, they have also been meeting with local schools and organisations, to discuss how support for behaviour change initiatives might reduce the numbers of people travelling into the area each day by car. Designs are currently being reviewed and it is envisaged that residents will be consulted later this year. Results of this consultation will be presented to the ACC in the new year, alongside recommended improvements. Currently no budget is available for delivery.
- 5.11 It should be noted that the designs are being considered alongside the 20mph review recommendations in the area and road safety improvements already agreed for delivery such as the Oatlands Drive crossing, at Slingsby Walk.

## **6.0 KILLINGHALL BYPASS**

- 6.1 Work on a possible bypass for the village of Killinghall, has been in consideration for some time, and the project has subsequently featured in the Council's list of major schemes for many years.
- 6.2 Whilst the proposals for potential bypasses of Harrogate were rejected comprehensively in the 2019 Harrogate Congestion Study engagement, a village bypass on Killinghall still had a level of support and on that basis, the Executive agreed that it would be appropriate to consider developing the project further to assess its suitability for submission to the DfT's large local major schemes programme.
- 6.3 Work on the bypass looked at a number of possible highway alignments, and as set out above, in line with DfT requirements also looked at alternative approaches to reducing the impact of traffic in the village of Killinghall. However, in this case, there are fewer opportunities for significant mode switch to walking, cycling or passenger transport because of the more rural nature of Killinghall.
- 6.4 A number of standardised assessments were undertaken of the economic impact of the scheme and on that basis, all of the alignments that were considered offered a strong value for money.
- 6.5 On that basis, it is recommended that the scheme continues to form part of the Council's large local major scheme list. However, it should be noted that the DfT has made it clear that as we move into the new period for the LTP, they expect major schemes pipelines to comprise a range of types of schemes, with far fewer new road schemes than was previously the case.

## **7.0 CONSULTATION UNDERTAKEN AND RESPONSES**

- 7.1 Consultation has not been undertaken in this phase of the HTIP study, but as noted in section 4 above, extensive consultation was undertaken as part of the Harrogate Congestion Study. Officers suggest that once a preferred option, or series of options have been recommended as part of the study, these will be taken out to public consultation.

- 7.2 As noted above, scheme specific consultation was undertaken on the original ATF2 proposals and this formed part of the background information for the feasibility study. For the Oatlands Feasibility Study, public engagement was undertaken during the summer of 2022 using the Commonplace online platform. Through this engagement, there was an opportunity to note positive and negative features of the local area, both generally and at specific locations. Approximately 380 comments were received, and they fed into the development of the options.
- 7.3 For the Killinghall Bypass scheme, no public engagement has been undertaken since the Harrogate Congestion Study public engagement in 2019. It is recommended that before the scheme progresses any further, engagement on the principle of pursuing the scheme further, and possible recommended alignments is undertaken.

## **8.0 ALTERNATIVE OPTIONS CONSIDERED**

- 8.1 All of the projects listed above have followed national guidance and best practice on scheme development, which requires that a variety of options are considered before a preferred option is selected. In all cases, preferred options have not been determined thus far, with that process likely to take place once public engagement or consultation has taken place.

## **9.0 IMPACT ON OTHER SERVICES/ORGANISATIONS**

- 9.1 All three of these projects are in the early stages of development and no specific impacts have been identified as yet. Should any of the projects be taken forward for further development, impact on other services or organisations will be considered in more detail.

## **10.0 FINANCIAL IMPLICATIONS**

- 10.1 There are no financial implications arising specifically from this report as it is providing an update. As schemes are in an early stage of development, costs and potential funding sources will be identified as part of the scheme business case work. HTIP and the Killinghall bypass are schemes being developed as part of the existing scheme development budget. The Oatlands feasibility work has been funded out of the Covid response grant funding, which was provided to the Council during the pandemic. In all cases, further scheme development work and budget management will form the basis of a future report to the ACC.

## **11.0 LEGAL IMPLICATIONS**

- 11.1 There are no currently identified legal implications related to these studies. Should any of the schemes progress further, consideration will be given to any relevant legal matters.

## **12.0 EQUALITIES IMPLICATIONS**

- 12.1 There are no equalities impacts as a consequence of this report, which sets out to report on the progress of three transport studies. An equalities impact screening assessment has been undertaken and this recommends that at this time, no further assessment is required, see Appendix A. However, in all cases, should these projects develop further, there will be a requirement for an equalities impact assessment to be undertaken during the development of the scheme.

### **13.0 CLIMATE CHANGE IMPLICATIONS**

13.1 There are no climate change impacts as a consequence of this report, which sets out to report on the progress of three transport studies. A climate change impact screening assessment has been undertaken and this recommends that at this time, no further assessment is required, see Appendix B. However, in all cases, should these projects develop further, there will be a requirement for climate, and broader environmental, impact assessments to be undertaken at a number of stages throughout the development the projects.

### **14.0 REASONS FOR RECOMMENDATIONS**

14.1 To allow members to be updated on several projects within their area and to have the opportunity to comment on those projects.

### **15.0 RECOMMENDATION(S)**

15.1 It is recommended that Members note the content of the updates on the three studies: HTIP, the Oatlands feasibility study and the Killinghall Bypass.

#### **APPENDICES:**

Appendix A – Equalities Impact Assessment  
Appendix B – Climate Change Impact Assessment

#### **BACKGROUND DOCUMENTS:**

Karl Battersby  
Corporate Director of Environment  
County Hall  
Northallerton  
25.08.23

Report Authors: *Rebecca Gibson, Senior Transport Planning Officer and Melisa Burnham, Highways and Transportation Area Manager*  
Presenter of Report – To be confirmed

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



<b>Initial equality impact assessment screening form</b>			
<b>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.</b>			
<b>Directorate</b>	ENVIRONMENT		
<b>Service area</b>	Network Strategy		
<b>Proposal being screened</b>	<b>Harrogate and Knaresborough Area Constituency Committee: report on Harrogate Transport projects</b>		
<b>Officer(s) carrying out screening</b>	<b>Rebecca Gibson</b>		
<b>What are you proposing to do?</b>	The report updates the ACC on progress on three projects in the Harrogate area.		
<b>Why are you proposing this? What are the desired outcomes?</b>	These projects are part of the ongoing studies undertaken by the transport planning team. The update will give members information on the current stage of scheme development, and potential next steps.		
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	These projects are part of the ongoing, agreed workload of the transport planning team.		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</b>			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> <li>• To what extent is this service used by particular groups of people with protected characteristics?</li> <li>• Does the proposal relate to functions that previous consultation has identified as important?</li> <li>• Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul>			
<b>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 <a href="#">Equality rep</a> for advice if you are in any doubt.</b>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	No	Yes	
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		
<b>NYC additional characteristics</b>			
People in rural areas	X		
People on a low income	X		
Carer (unpaid family or friend)	X		

<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.	No			
<b>Will the proposal have a significant effect on how other organisations operate?</b> (e.g. partners, funding criteria, etc.). <b>Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion.	No			
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	X	Continue to full EIA:	
<b>Reason for decision</b>	This screening relates to a report on progress on several ongoing projects. Should any of these projects be further developed, a full EIA will be undertaken at the appropriate stage of scheme development.			
<b>Signed (Assistant Director or equivalent)</b>	Karl Battersby			
<b>Date</b>	31/08/2023			

## 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](mailto: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](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	Harrogate and Knaresborough Area Constituency Committee: Harrogate Transport Projects
<b>Brief description of proposal</b>	The report updates the ACC on progress on three projects in the Harrogate area.
<b>Directorate</b>	Environment
<b>Service area</b>	Network Strategy
<b>Lead officer</b>	Louise Anne Neale
<b>Names and roles of other people involved in carrying out the impact assessment</b>	Rebecca Gibson, Senior Transport Planning Officer
<b>Date impact assessment started</b>	24.08.23

**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.**

These projects are part of the ongoing studies undertaken by the transport planning team. The update will give members information on the current stage of scheme development, and potential next steps. Optioneering forms part of the project development process and potential options will be considered if the schemes move forwards.

**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.

These projects are part of the ongoing, agreed workload of the transport planning team.

<p><b>How will this proposal impact on the environment?</b>                      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><b>Positive impact</b>                      (Place a X in the box below where relevant)</p>	<p><b>No impact</b>                      (Place a X in the box below where relevant)</p>	<p><b>Negative impact</b>                      (Place a X in the box below where relevant)</p>	<p><b>Explain why will it have this effect and over what timescale?</b>   <b>Where possible/relevant please include:</b></p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<p><b>Explain how you plan to mitigate any negative impacts.</b></p>	<p><b>Explain how you plan to improve any positive outcomes as far as possible.</b></p>
<p>Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>	<p>X</p>		<p><b>This report is providing an update on three projects. More detailed assessment of environmental impacts will be undertaken at the appropriate stage should the projects progress further.</b></p>		

Appendix B

<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><b>Positive impact</b> (Place a X in the box below where relevant)</p>	<p><b>No impact</b> (Place a X in the box below where relevant)</p>	<p><b>Negative impact</b> (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"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<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>Page 85</p>	<p>Emissions from construction</p>	<p>x</p>		<p>As above</p>		
	<p>Emissions from running of buildings</p>	<p>x</p>		<p>As above</p>		
	<p>Other</p>	<p>n/a</p>				
<p>Minimise <b>waste</b>: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		<p>X</p>		<p>As above</p>		
<p>Reduce <b>water</b> consumption</p>		<p>X</p>		<p>As above</p>		
<p>Minimise <b>pollution</b> (including air, land, water, light and noise)</p>		<p>x</p>		<p>As above</p>		

**Appendix B**

<p><b>How will this proposal impact on the environment?</b></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><b>Positive impact</b> (Place a X in the box below where relevant)</p>	<p><b>No impact</b> (Place a X in the box below where relevant)</p>	<p><b>Negative impact</b> (Place a X in the box below where relevant)</p>	<p><b>Explain why will it have this effect and over what timescale?</b></p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<p><b>Explain how you plan to mitigate any negative impacts.</b></p>	<p><b>Explain how you plan to improve any positive outcomes as far as possible.</b></p>
<p>Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X		As above		
<p>Enhance <b>conservation</b> and wildlife</p>		X		As above		
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>		X		As above		
<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.

This report sets out progress to date on three transport planning projects. Should these project progress further, each will be required to undertake a range of impact assessments appropriate to the scale of the project, and these will be documented as part of the scheme development.

**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.

There are limited findings from this CCIA because the assessment is of a report which is predominantly setting out progress to date and next steps on a number of ongoing transport planning projects. Appropriate impact assessments will be undertaken in due course.

**Sign off section**

This climate change impact assessment was completed by:

<b>Name</b>	<b>Rebecca Gibson</b>
<b>Job title</b>	<b>Senior Transport Planning Officer - Projects</b>
<b>Service area</b>	<b>Network Strategy</b>
<b>Directorate</b>	<b>Highways and Transportation</b>
<b>Signature</b>	<b>Rebecca E Gibson</b>
<b>Completion date</b>	<b>24.08.23</b>

**Authorised by relevant Assistant Director (signature): Karl Battersby**

**Date: 31/08/2023**

This page is intentionally left blank





**North Yorkshire Council  
Harrogate and Knaresborough Area Constituency Committee  
14 September 2023  
Committee Work Programme**

**Purpose of Report**

To ask Members to consider, amend and add to the Committee's work programme.

**1. Remit of the Committee**

The remit of the Area Constituency Committees is detailed in Appendix 1.

**2. Work Programme Items**

The intention is for the Committee to develop a work programme that:

- is owned by the Committee
- has items on it that are important locally but relevant at a strategic, county level
- evolves over time and is not static.

The Committee Chairman, Vice-Chairman and the Democratic Services Officer will keep the work programme up to date and determine which items need to be considered at a public committee meeting and which could be picked up elsewhere.

Alternative ways of dealing with issues that come to the Committee could include:

- Referral to an officer at the Council for a response.
- Referral to the Democratic Services Officer to conduct further research to ascertain whether it was appropriate for the committee to review.
- Referral to Council Overview and Scrutiny.
- Referral to the Chairman and Vice-Chairman to consider, outside of a formal committee meeting.
- Referral to the appropriate Executive Member to consider.

**a. Updates since previous meeting:**

- Member visit to Bilton Treatment Works – Awaiting confirmation from Yorkshire Water
- Yorkshire Water be invited to attend a meeting of the Committee once a year – There have been requests from a number of Area Constituency Committees and these are to be coordinated. A written update from Yorkshire Water will be circulated
- The Environment Agency/Defra be invited to attend a meeting of the Committee to consider water quality in the river Nidd - A response will be progressed when received

### **3. Informal Briefings**

The following informal session are proposed:

- Playing Pitch Strategy
- The £50k seed funding for each ACC
- Report back on interim results of the Let's Talk Transport survey
- Q&A session on next steps on the Climate strategy

### **4. Work Programme/Future Items of Work**

The Committee's work programme is at Appendix 2.

<p><b>Recommendation</b></p>
------------------------------

<p>Members are asked to consider, amend and add to the Committee's work programme.</p>
--

Democratic Services  
North Yorkshire Council

Background documents: None

## **AREA CONSTITUENCY COMMITTEES**

### Membership

The Council will appoint the Area Constituency Committees in accordance with Article 10.

### Quorum

The quorum will be not less than 3 Members.

### Substitute Members

Substitute Members are not permitted on the Area Constituency Committees.

### **Terms of Reference**

1. In relation to Area Constituency Committees, see also Article 10 of the Constitution.
2. Area Constituency Committees should not make decisions which significantly affect parts of North Yorkshire outside the Committee's area.
3. Area Constituency Committees shall provide for visible local democracy and accountability for Division and Executive Members through public meetings held in each of the Constituency Committee areas.
4. The Area Constituency Committees shall act as a forum for local issues to be raised by the public and/or Community Networks through questions and statements.
5. The Area Constituency Committees shall empower and enable delivery of Community Area Action Plans and other local priorities brought to its attention by Division Members, Town and Parish Councils, Community Networks and members of the public.
6. The Area Constituency Committees shall engage in cross boundary discussions whenever appropriate

### **Delegated Powers**

1. To act as consultees in major decisions affecting their area and to influence policy development and the strategic agenda of the Council.
2. To provide meaningful scrutiny of local issues within their area, complementing the strategic work undertaken by the Council's six Overview and Scrutiny Committees.
3. To receive corporate performance information and to hold the Executive to account by constructively challenging performance data or service delivery in respect of issues with local significance.
4. To engage upon, receive reports and be consulted on, major educational health care and leisure issues affecting their locality.
5. To engage throughout the year with the 6 North Yorkshire MPs to develop a shared understanding of key local issues and opportunities affecting the area.

6. To engage with relevant partnerships and partner organisations in identifying potential areas for support and issues to challenge and to join up relevant partners in areas of shared interest.
7. To advise the Council on boundary consultations.
8. To monitor and act as a consultee in relation to major projects within the Area Constituency Committee boundary.
9. To make appointments to outside bodies in accordance with paragraphs 2 and 3 of Schedule 5 to Part 3 of the Constitution.
10. To exercise, within the approved budget and policy framework, the following powers and duties:
  - \*(a) aspects of the Private Street Works procedure for which objections have been received;
  - \*(b) the making and enforcement of new street Byelaws and Orders;
  - \*(c) the stopping up or diversion of highways (other than public rights of way) where an objection is received from any person or body entitled under the relevant statute;
  - \*(d) the stopping-up and provision of access to premises from highways;
  - (e) the promotion of road safety information, advice or training;
11. To act as a consultee on Traffic Regulation Orders where it is considered by the Corporate Director of Environment in consultation with the relevant Executive Member(s) that a proposed Traffic Regulation Order meets the criteria for having a wide area impact.
12. To respond to any consultation under the Local Government (Miscellaneous Provisions) Act 1982, Section 3.
13. To consider other matters referred to it by the Council, the Executive or overview and scrutiny committees.
14. To make recommendations to the Corporate Director of Community Development in respect of 'seed funding' or match funding for projects to be allocated from any delegated Area Constituency Committee Budget the Director may have.
15. To lead, consider and make recommendations concerning the promotion of economic development within the Area Constituency Committee area.
16. To promote and encourage enterprise and investment in the Area Constituency Committee area and to maintain and sustain the economic well-being and regeneration of the area.
17. To develop a climate where businesses and individuals can innovate, compete and contribute to the economic development and regeneration of the area, and excellence in local business.

18. To encourage the growth of existing businesses in the area and access to the skills and training necessary to support them.
19. To consider and make recommendations relating to the promotion, maintenance and enhancement of the vitality and viability of shopping centres / market towns within the area.
20. To make recommendations to the Corporate Director of Community Development on the expenditure of Community Infrastructure Levy and appropriate section 106 expenditure.
21. To consult with the Chamber of Commerce, Federation of Small Businesses, residents and other interested third parties.
22. To promote and encourage tourism and heritage, arts, leisure and culture, and to scrutinise progress of plans and proposals related to this and also decarbonisation, agriculture, transport and the care sector.
23. To consider making recommendations in relation to parking (off street provision in Council owned / leased off street parking places).
24. To consider and review crime and disorder and community safety.
25. To check upon the working of double devolution deals within the ACC boundary.
26. With the agreement of the Chair of the Area Constituency Committee, to make recommendations to the appropriate officer and/or body regarding the following matters as they affect the Area Constituency Committee's area:
  - a) Housing
  - b) Transport
  - c) Estate needs for North Yorkshire Council
  - d) Climate change and environmental issues

NB: Items marked \* are delegated to Area Constituency Committees by the Council; other items are delegated to Area Constituency Committees by the Executive.

This page is intentionally left blank

## Harrogate and Knaresborough Area Constituency Committee Work Programme

### 1. Meetings and identified Items

<b>Special Meeting Friday 5 May 2023, 10.00am at Harrogate Civic Centre</b>	
Traffic Regulation Orders - Harrogate Transforming Cities Fund	Written Report from Corporate Director - Environment. Attendance of County Councillor Keane Duncan (Executive Member).
<b>Thursday 8 June 2023 at 10am at Harrogate Civic Centre</b>	
ACC Guide to Ways of Working	Written report from Democratic Services
Any appointments required by this ACC to new outside bodies	Written report from Democratic Services.
Petition for a maximum speed of 20 mph on roads in south west Harrogate	Petition from members of the public
Petition in opposition to Harrogate Station Gateway	Petition from Harrogate Civic Society/ Harrogate Independents/ Granville Road Residents/ Harrogate Residents Association/ Stray Defence Society/ Chamber of Commerce.
<b>Thursday 14 September 2023 at 10am at Harrogate Civic Centre</b>	
Otley Road Sustainable Transport Package.	Written report from Highways Officers.
Oatlands and Pannal Ash 20pmh petition review	Written report from Highways Officers.
Oatlands feasibility results	Written report from Highways Officers.
Petition Electrical Vehicle Charging Points Knaresborough	Petition from members of the public
Presentation from Knaresborough Town Council: Thriving Knaresborough – 2030	Presentation from Knaresborough Town Councillor David Goode
The role of the ACC in Community Resilience	Presentation by the Head of Resilience and Emergencies
<b>Thursday 23 November 2023 at 10am at Harrogate Civic Centre</b>	
Youth Council Update	Oral update by representatives of the Youth Council on issues of importance to the Youth Council.
Schools, Educational Achievement and Finance	Annual report about schools, educational achievement, and finance.
<b>Friday 12 January 2024 at 10am at Harrogate Civic Centre</b>	
Annual Council Budget Review	To review the annual Council budget
Update from the Member of Parliament for the Harrogate and Knaresborough constituency (subject to the MP being invited and accepting the invite to this meeting)	To receive an update from the Member of Parliament regarding issues of key concern in the constituency.

OFFICIAL

## **2. Items identified - Dates to be agreed**

Other work items that the Area Constituency Committee wishes to discuss, although the precise meetings have not yet been identified:-

- Harrogate Transport Improvements Programme – Stage 2 Findings and Recommendations – Report from Highways Officers – For a meeting to be held in 2023.
- Harrogate Bid to be invited to an ACC meeting to express its views.
- Antisocial Behaviour – To invite the Youth Service and the Police, Fire and Crime Commissioner to attend an ACC meeting to give an account of the measures they are taking to address youth-related ASB in a collaborative way across the constituency.
- Support for small businesses – To invite the business community to advise the ACC how it can best be supported.
- Update on Beyond Carbon – A briefing on how this impacts the Harrogate and Knaresborough constituency area.
- Feedback from the Scrutiny of Health Committee on the results of its scrutiny work concerning wait-times for ambulances, NHS dentistry, and GP services.

Page 96

Former Harrogate Borough Council Overview and Scrutiny Commission areas of interest and relevant NY Overview and Scrutiny Committee:

- Local bus provision - Transport, Economy, Environment and Enterprise Scrutiny Committee
- Sports pitches - Scrutiny of Health or Corporate and Partnerships or Transition Committee
- Use of agency workers - Corporate and Partnerships (If service specific – i.e. looking at Children’s Social workers could be an item for a specific Committee, e.g. Children and Families)
- Contract tendering/procurement - Corporate and Partnerships
- Double taxation/parish precept - Scrutiny Board or Corporate and Partnerships

## **3. Informal Briefings**

The following informal briefings have taken place to support major work items:

- 20 April 2023 Harrogate Station Gateway
- 17 July Local Transport Plan