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Meeting of Harrogate and Knaresborough Area Constituency Co

Members: Councillors Pat Marsh (Chair), Chris Aldred, Philip Broadbank, Sam Gibbs, Hannah Gostlow, Michael Harrison, Paul Haslam, Peter Lacey, John Mann, Mike Schofield, Monika Slater (Vice-Chair), Matt Walker and Robert Windass.

Date: Friday, 5th May, 2023

Time: 10.00 am

Venue: Council Chamber, Harrogate Civic Centre, St Luke's Avenue, Harrogate HG1 2AE. This meeting will be live-streamed.

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AGENDA

- 1. Welcome by the Chairman, introductions and apologies for absence**
- 2. Declarations of Interest**
- 3. Public Questions or Statements**
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

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intend to say, to Mark.Codman@northyorks.gov.uk as soon as possible, and **by midday on Tuesday 2 May 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.

4. **Traffic Regulation Orders - Harrogate Transforming Cities Fund: (Pages 3 - 110)**
A verbal presentation will be given by Richard Binks (Head of Major Projects and Infrastructure), Tania Weston (Transforming Cities Fund Programme Manager), and Matt Roberts (Economic & Regeneration Project Manager).

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

Wednesday, 26 April 2023

North Yorkshire Council

Harrogate and Knaresborough Area Constituency Committee

05 May 2023

Traffic Regulation Orders – Harrogate Transforming Cities Fund

Report of the Corporate Director – Environment

1.0 Purpose of Report

- 1.1 To appraise members on the Harrogate Transforming Cities Fund project and to consult the committee on the outcome of the Traffic Regulation Order (TRO) statutorily advertised Notice of Proposal public consultation.

2.0 Background

- 2.1 The proposed TRO's relate to the Harrogate Station Gateway Transforming Cities Fund (Harrogate TCF) project which is one of three North Yorkshire Council projects included in the Department for Transport (DfT) funded Leeds City Region programme that is administered by the West Yorkshire Combined Authority (WYCA). DfT have allocated funding of £47.46m ring fenced to Selby, Skipton, Harrogate station gateways together with City of York Council's York station gateway and A64 Tadcaster Road upgrade. This supplemental agreement to the wider £316.6m TCF West Yorkshire award separates out the Mayoral Combined Authority area from the North Yorkshire area, while still administered jointly by WYCA under the same portfolio.
- 2.2 In context nationally 12 cities and 6 Mayoral Combined Authorities received TCF funding awards amounting to £1.22b in Tranche 2, with the West Yorkshire award being the largest financially. In this respect most regions throughout the UK are therefore in receipt of similar funding to develop TCF themed projects in parallel with North Yorkshire.
- 2.3 The aim of TCF is to 'drive up productivity through improved connections between urban centres and suburbs' with a focus on investment 'in infrastructure to improve public and sustainable transport connectivity'. Outcomes are a step change in local public and sustainable transport connectivity focused upon interconnecting modal hubs (rail / bus / cycling / walking), improved access to jobs, reduced congestion, improved air quality and improved urban centre quality. The TCF is one of several projects in Harrogate that seek to encourage more journeys using active and sustainable travel, in line with the wishes expressed during the 2019 Harrogate Congestion Study public engagement.
- 2.4 The project consists of:
- Reallocating road space along Station Parade to provide amenity for bus priority and a new 2-way cycleway, while reducing to one lane for vehicles, plus adjacent kerb side parking, loading and taxi bays.
 - Improved signal installations at 2 junctions and 3 pelican crossings with better co-ordination along the A61 Cheltenham Parade / Station Parade to compliment single lane vehicular efficiency.
 - Public realm improvements to the One Arch underpass
 - Public realm improvements to Station Square and linear length of Station Parade
 - Partial pedestrianisation of James Street to create a high-quality retail environment.
 - Changing Cheltenham Mount to one way
 - Improvements to the Odeon roundabout to support cycle / pedestrian infrastructure.

Parking and waiting	Overall loss of 40 spaces: 20 spaces removed on Station Parade; 20 spaces removed on James Street. James Street parking zone length reduced at junction with Princes Street. No loading or waiting outside marked areas. No other changes
Taxi Bays	Overall loss of 3 spaces: 4 removed on James Street, 1 added on Station Parade. It is intended to replace the 3 lost spaces on the west side of Harrogate town centre where there is greater demand.
Disabled parking bays	No overall change in numbers: 3 removed on James Street, 3 added on Station Parade
Loading bays	Station Parade – increased by 6.4m James Street – reduction of 14m. 3 small bays replaced with one, larger bay, that will allow large vehicles to park without obstructing the highway or pavement.
Loading restrictions	James Street (from Princes Street to Station Square) loading between 4:00pm – 10:30am (same as Cambridge Street) Station Square-Station Parade: loading at any time, note adjacent eastern end of James Street

- 3.2 On Station Parade there is a proposed amendment to the One-Way Order in the southbound direction, it is to extend the restriction to its junction with Bower Road and introduce an exemption for cyclists. It is also proposed to introduce a northbound One Way on Cheltenham Mount between Cheltenham Parade and Mount Parade.
- 3.3 A new Traffic Regulation Order will introduce a Bus Lane on the northern section of Station Parade which will be operational 24 hours every day, this is proposed to operate in a southbound direction with exemptions for cyclists to use.
- 3.4 Another new proposed order is to introduce a pedestrian zone on James Street between Princes Street and Station Parade which will be closed to all traffic between 10:30am – 4pm and available for loading only outside of these hours.
- 3.5 To make these restrictions it is necessary to alter two existing Road Traffic Regulation Orders and propose two new Traffic Regulation Orders. The proposed titles for these orders are below:
- North Yorkshire County Council (Station Parade) Bus Lane Order 2023
 - North Yorkshire County Council (Harrogate, Burn Bridge, Pannal and Knaresborough) (Traffic Management) (No 1) Order 2023
 - North Yorkshire County Council (Prohibition of Traffic) James Street, Harrogate Order 2023
 - North Yorkshire County Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No.50) Order 2023
- 3.6 These changes were advertised on the council's website as:
- Harrogate TCF One Way Order 2023
 - Harrogate TCF Revocation Order 2023
 - Harrogate TCF Prohibition of Driving (James Street No 2) Order 2023
 - Harrogate TCF Prohibition of Driving (Various roads) Order 2023
 - Harrogate TCF Prohibition of Driving (James Street) Order 2023
 - Harrogate TCF Bus Lane Order 2023
 - Harrogate TCF Parking and Waiting Order 2023

4.0 Consultation

- 4.1 The TRO proposals have been the subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Appendix A contains the consultation letter and drawings showing the extent of the proposals. The Traffic Regulation Orders were advertised on 9 March 2023, with a slight amendment to Prohibition of Traffic except for loading in affected streets published on 16 March. Any person could make representations until 6 April 2023, Appendix B contains the advertised schedules.
- 4.2 The following statutory and non-statutory consultees received a copy of the consultation letter and drawings (as shown at Appendix A).
- Local councillor
 - All other Harrogate & Knaresborough Constituency Committee councillors
 - Harrogate Borough Council, with a request that the consultation be forwarded to all Borough councillors
 - Harrogate Borough Council Licencing
 - Harrogate Borough Council Parking
 - Harrogate Borough Council Tourism
 - Harrogate Borough Council Parks and Environmental Services
 - North Yorkshire Police
 - Yorkshire Ambulance Service
 - Emergency Doctor Services
 - Harrogate Hospital
 - North Yorkshire Fire & Rescue
 - AA – Routes Data Research
 - British Driving Society
 - Connexions Buses
 - Cyclists Touring Club
 - Harrogate District Cycle Action
 - Road Haulage Association
 - Taxi Association
 - The Freight Transport Association (now called Logistics UK)
 - TransDev
 - Harrogate District Disability Forum
 - Disability Action Yorkshire
 - Henshaws
 - Open Country
 - Vision Support Harrogate District
 - Harrogate Civic Society
 - Tourism Association
 - Harrogate Business Improvement District (BID)
 - Harrogate & District FSB
 - Harrogate Chamber of Commerce
 - NYCC Passenger Transport
 - NYCC Archaeology
 - Nidderdale AONB
 - Almost 400 Properties – as detailed in Appendix A received a letter notifying them of the consultation
- 4.3 Responses from Statutory consultees and officer comments: No response was received from statutory consultees or officers. Meetings were held with representatives from the emergency services and disability group members. Some design comments were received, but there was no objection to the proposed alteration to road layouts and traffic regulations.

4.4 Wider public comment received is outlined in Appendix C.

5.0 Officer Comment and Conclusion

- 5.1 On balance the 41-number individual public comments received to these TRO proposals mirrors negative commentary received during the round 3 general project consultation event, albeit notably less in volume; the former consultation generated 2044 completed surveys an outcome of 46% negative, 45% positive and 9% neutral, which translated into 929 individual negative correspondents. In this respect generic public objection seems to have reduced significantly to the proposals, while letters of support to a TRO are generally not expected to be generated in any case.
- 5.2 Comments received are predominantly generally against the project wholly, as a carryover from the round 3 consultation event, without focused concern upon particular elements of the proposed Orders. Concerns have been expressed about the potential for increased vehicular congestion resulting from the transition to a single lane on Station Parade which it is claimed in turn could lead to a downturn in trade and desirability of Harrogate as a visitor destination if perceived as non-vehicle friendly. In response to this concern, it has been acknowledged within the designs traffic modelling a marginal increase of c50 seconds in the worst-case evening peak scenario is to the fore, with c40 in the morning peak, however this is a relatively small travel time increase across the length of the town centre and does not take into account successful strategy modal switch outcomes or mitigation of improved signal connectivity. In this respect the reallocation of road space is not forecast to be significantly detrimental to continued vehicular use. In responses to trading decline concern, the project seeks to address this by delivery of the new high quality urban environment and attractive street scene, particularly in James St and Station Square. Evidence from similar schemes indicate the benefits of public realm schemes. The projects Economic Assessment Report is attached in Appendix D for reference.
- 5.3 Impact on air quality is also raised as a concern by respondents, however the slower traffic speeds have nominal emissions implications. As much as idling/slower cars can increase CO2 levels the [full air quality assessment](#) suggests that the overall scheme will lead to an improvement in air quality on/near Station Parade through removing traffic from James Street and enabling a shift towards less car use and more use of public transport, walking and cycling. The air quality diffusion tubes measure nitrogen dioxide and the data is reported as mean averages in $\mu\text{g}/\text{m}^3$. A decrease in the annual mean of $0.2\mu\text{g}/\text{m}^3$ is predicted at a number of receptors on Station Parade. The traffic modelling also suggests that car users will choose alternative routes to Station Parade (e.g. Cheltenham Mount where the annual mean is predicted to increase by $0.1\mu\text{g}/\text{m}^3$) and better signal co-ordination will improve flow from Kings Road to Station Bridge. Of note is the uptake of electric vehicles increasing in the next decade will improve air quality exponentially beyond direct scheme intervention. See Appendix E for the full 'Do Something' Climate Change Appraisal.
- 5.4 Areas of concern highlighted by correspondents whose properties are directly affected by the Orders is focused upon the Cheltenham Mount one-way proposals being queried by residents. However, modelling shows that traffic flows are forecast to remain neutral while deconflicting two-way vehicular interaction on this narrow street.
- 5.5 Concern has been raised by businesses situated in the northern section of Station Parade due to loss of parking / loading amenity implicated by introduction of new Bus Lane and cycle infrastructure. Existing loading opportunity along this length of highway is limited already as no defined loading bays exist (all pay and display parking) resulting in loading from double yellow line sections. The proposals seek to introduce a loading ban on road safety grounds in these sections and include a new loading bay on the Parades western side in compensation. In light of the TRO consultation feedback Officers could support relaxing the loading ban proposals in these sections, potentially across frontage of Bower

House to support business amenity if demonstrated they cannot operate otherwise. Parking opportunity however would still be available in other parts of the town centre which has an overall capacity of c6800 bays.

- 5.6 The partial closure of James Street is perceived by some objectors to disrupt town centre vehicle circulation given it is currently a short cut between Parliament Street / Station Parade, however Officers do not share this concern and alternative routing is still retained along Princess Street / Victoria Avenue, while one of the towns core high quality shopping streets is enhanced with much less vehicle intrusion. Loss of partial parking and loading access in James Street is also a concern that has been expressed; the latter again being rationalised as an acceptable loss against the wider town centres parking stock in order to create a benchmark urban realm area intended to stimulate an enhanced trading position for fronting businesses. Loading is rationalised from 3 relatively small bays existing of 7m / 15m / 17m respectively to a single more usable bay of 26m; this will allow larger delivery vehicles to operate, who currently invariably have to double park.
- 5.7 In conclusion the TRO proposals as presented remain desirable to support project delivery overall, with minor adjustments being made as a result of consultation feedback.

6.0 Legal Implications

- 6.1 North Yorkshire Council proposes to make Orders under the Road Traffic Regulation Act 1984.
- 6.2 Section 122(1) of the Road Traffic Regulation Act 1984 provides that it shall be the duty of every local authority upon whom functions are conferred by or under the 1984 Act so to exercise those functions as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- 6.3 The Council considers that it is expedient to make this TRO on grounds of Sections 1(1):
- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising,
 - (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians),
 - (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, and
 - (f) for preserving or improving the amenities of the area through which the road runs
- 6.4 Where an Order has been made (sealed), if any person wishes to question the validity of the Order or any of its provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of the 1984 Act or of any instrument made under the 1984 Act has not been complied with, they may apply to the High Court within 6 weeks from the date on which the Order is made.
- 6.5 A new process for the consideration of objections to traffic regulation orders was approved by the Executive on 29 April 2014 and County Council on 21 May 2014 updated by the new North Yorkshire Council constitution enacted from 01 April 2023. The consideration of objections to Traffic Regulation Orders (TROs) is a matter for the Executive and the role of the Area Constituency Committee is a consultative role on wide area impact TROs. The consideration of objections has been delegated by the Executive to the Corporate Director of Environment in consultation with the Executive Member for Highways and Transportation. The decision-making process relates to the provision and regulation of parking places both off and on the highway where an objection is received from any person or body entitled under the relevant statute. A wide area impact TRO is classed as a proposal satisfying all of the three criteria set out below:

1. The proposal affects more than one street or road and,
2. The proposal affects more than one community and,
3. The proposal is located within the ward of more than one Councillor.

6.6 While these proposals are contained in a single ward boundary (Valley Gardens and Central Harrogate) hence do not fulfil criteria (3) for a wide area impact classification, the proposals are considered of sufficient merit which require reporting to ACC due to the significant project public interest.

7.0 Equalities Implications

7.1 Consideration has been given to the potential for any equalities' impacts arising from the recommendations of this report.

7.2 The scheme Equalities Impact Assessment report has been reviewed and updated for this committee and can be found in Appendix F. The recommendations included in this report take into account any potential impacts on any of the protected characteristics identified in the Equalities Act 2010.

8.0 Climate Change Implications

8.1 Consideration has been given to the potential for any adverse impacts on climate change arising from the recommendations of this report. The completed Climate Change Impact Assessment can be found in Appendix G, and it is the view of officers that consideration of this report will not have a direct climate change impact. Consideration of climate Change impacts will also be considered in the scheme's Full Business Case.

9.0 Financial Implications

9.1 The Harrogate TCF project is funded from the Department for Transport's Transforming Cities Fund with grant of £10.60m attributed and additional match-funding of £550k from the Council¹. Should the final cost exceed the budget allocations, which includes risk and contingency allowances, the Council would need to re-evaluate the scope of the project in conjunction with WYCA with the key aim being to stay within the project budget. There is the potential for any cost increases beyond the budget to be funded by the Council and in this case, approval would be sought at the appropriate time, if required, ahead of any unfunded spend being committed.

10.0 Recommendations

10.1 It is recommended that the members of the Harrogate and Knaresborough ACC endorse the implementation of the scheme and recommend that the Executive approves the making of TROs which introduces the interventions noted in section 3.

KARL BATTERSBY
Corporate Director – Environment

Author of Report: Richard Binks, Head of Major Projects & Infrastructure

Background Documents:

¹ Match funding confirmed prior to 1 April 2023 with contributions from Harrogate Borough Council and North Yorkshire County Council.

The TRO consultation material can be viewed at: www.northyorks.gov.uk/roads-parking-and-travel/traffic-regulation-orders

The previous public consultation material and outcomes report can be viewed at: www.yourvoice.westyorks-ca.gov.uk/harrogate

Appendices

- A. Consultation letter and drawings showing the extent of the proposals
- B. Advertised schedules
- C. Public comments received
- D. Economic Assessment (OBC)
- E. Climate Change Appraisal (Do Something)
- F. Initial equality impact assessment screening form – see previous Harrogate EqIA
- G. Climate change impact assessment
- H. Consultation correspondence

Consultation Letter

Sent to properties on: Back Granville Road, Beulah Street, Bower Road, Cambridge Street, Cheltenham Crescent, Cheltenham Mount, Cheltenham Parade, Granville Road, James Street, Market Place, Mount Parade, Princes Street, Prospect Crescent and Station Parade, Station Bridge and Victoria Shopping Centre.



North Yorkshire County Council
 Customer Service Centre
 County Hall
 Northallerton
 North Yorkshire
 DL7 5AD
 Tel: 01609 780780
 area6.boroughbridge@northyorks.gov.uk
 Web: www.northyorks.gov.uk

Contact: Harrogate TCF Team

Date: 10th March 2023

Dear Sir/Madam

Various Roads, Harrogate – Traffic Regulation Order Updates.

The County Council seeks to introduce new Traffic Regulation Orders (TRO) and make amendments to two existing Traffic Regulation Orders.

As you may already be aware, North Yorkshire County Council has held three consultation events for the proposals of the Harrogate Station Gateway Transforming Cities Fund (TCF) scheme. The most recent of these consultations concluded in August 2022. The project consists of:

- Changing the road space along Station Parade to provide space for bus priority and a new cycleway, including reducing one lane for vehicles
- Improvements to the One Arch underpass
- Improvements to the public space at Station Square
- Partial pedestrianisation of James Street
- Improvements to the Odeon Roundabout
- Introduction of One Way Traffic Flow on Cheltenham Mount

In order to progress the project, it is necessary to amend existing orders to update the layout of the following aspects on James Street and Station Parade:

- Parking zones
- Taxi Bays
- Disabled parking bays
- Loading bays
- Waiting Restrictions
- Loading restrictions

On Station Parade there is a proposed amendment to the One Way Order in the southbound direction, it is to extend the restriction to its junction with Bower Road. It is also proposed to introduce a northbound One Way on Cheltenham Mount between Cheltenham Crescent and Mount Parade.

The first of the new Traffic Regulation Orders are to introduce a Bus Lane on the northern section of Station Parade which will be operational 24 hours every day, this is proposed to operate in a southbound direction. The second of the new proposed order is

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to introduce a pedestrian zone on James Street between Princes Street and Station Square which will be closed to all traffic between 10:30am – 4pm and available for loading only outside of these hours. A section of James Street between Station Square and Station Parade it is proposed to introduce a pedestrian zone which is only accessible for loading at all hours.

As part of the TRO engagements the scheme seeks to update existing orders relating to 'Back James Street'. The proposals for these sections are to be brought in line with North Yorkshire County Council's Asset Management System.

To make these restrictions it is necessary to alter two existing Road Traffic Regulation Orders and propose new Traffic Regulation Orders. This letter is part of the statutory consultation process required to make the restriction recognised and enforceable. The proposed titles for these orders are below:

- North Yorkshire Council (Prohibition Of Driving Except For Access) (James Street, Harrogate) Order 2023
- North Yorkshire Council (Prohibition Of Driving Except For Access) (James Street, Harrogate) No.2 Order 2023
- North Yorkshire Council (Prohibition Of Driving Except For Access) (Various Roads, Harrogate) Order 2023
- North Yorkshire Council (Harrogate Transforming Cities Fund) (Traffic Regulation) (Revocation) Order 2023
- North Yorkshire County Council (Harrogate, Burn Bridge, Pannal And Knaresborough) (One-Way Traffic) (Various Roads, Harrogate) Order 2023
- North Yorkshire Council North Yorkshire Council (Station Parade) Bus Lane Order 2023
- North Yorkshire Council (Harrogate, Knaresborough, Pannal And Burn Bridge) (Parking And Waiting) (No 50) Order 2023

A copy of the draft Order, together with a map showing the road affected and a statement of the Council's reasons for proposing to make the Order may be inspected at County Hall, Northallerton and at Harrogate Borough Council offices, Civic Centre, St Luke's Avenue, Harrogate HG1 2AE and at Harrogate Library, Victoria Avenue, Harrogate HG1 1EG during normal office hours from 09 03 2023 and also viewed online at www.northyorks.gov.uk/roadworks-map or www.northyorks.gov.uk/traffic-regulation-orders

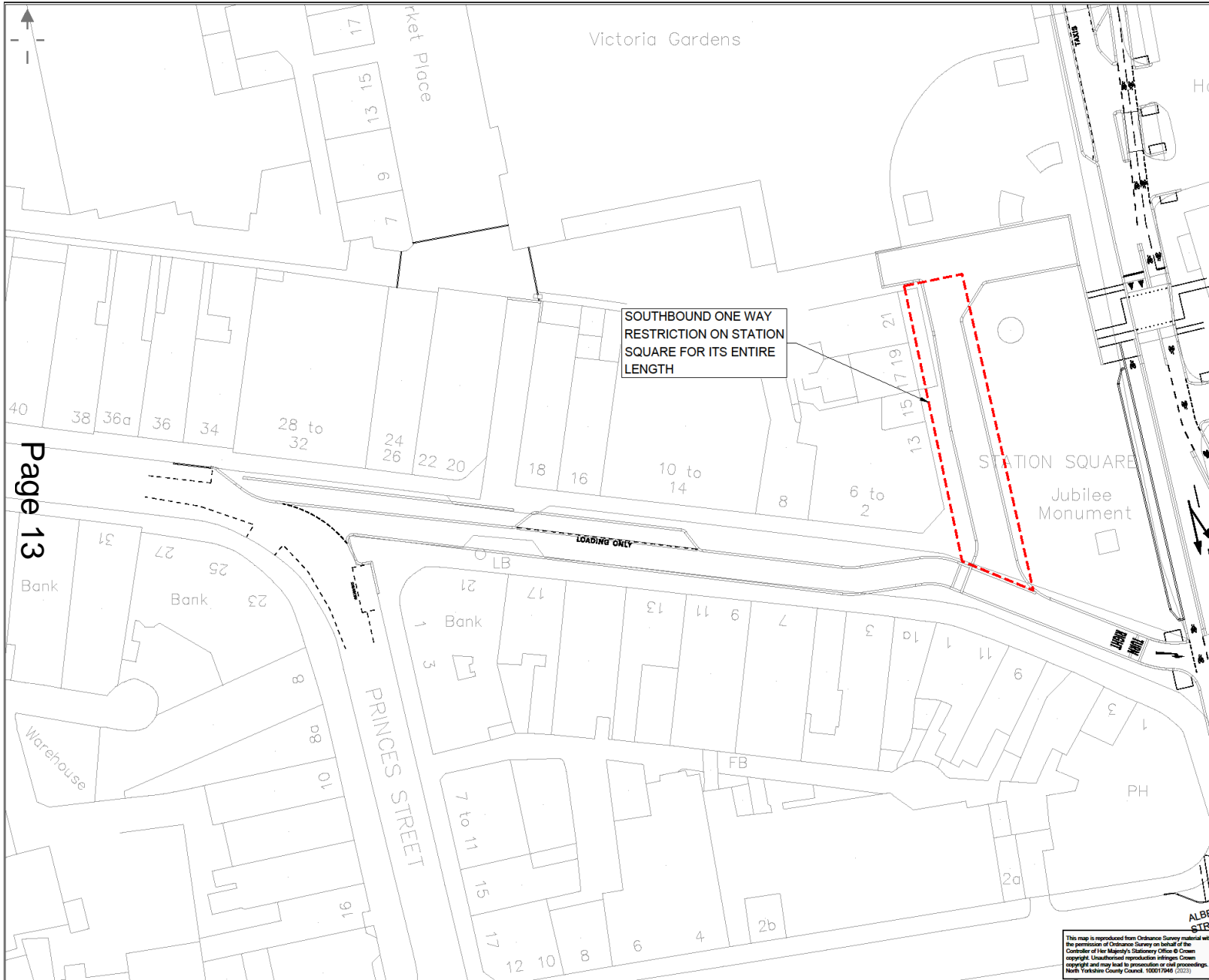
The Council is required to consult those either directly affected by the proposals or who may have an interest, and the purpose of this letter is to provide you with details of those proposals. I would ask that you provide any views you may wish to make either by post to the address above or by email to area6.boroughbridge@northyorks.gov.uk quoting reference "Harrogate TCF" by Thursday 6th April 2023 which is the end of the formal Notice period.

Yours Faithfully,

E Ibbotson

WSP TRO Team.

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KEY:

— PROPOSED ONE-WAY STREET

REV	DATE	BY	DESCRIPTION	CHK	APP

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 Northallerton, DL2 2YD, UK
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North Yorkshire County Council

PROJECT: HARROGATE TCF

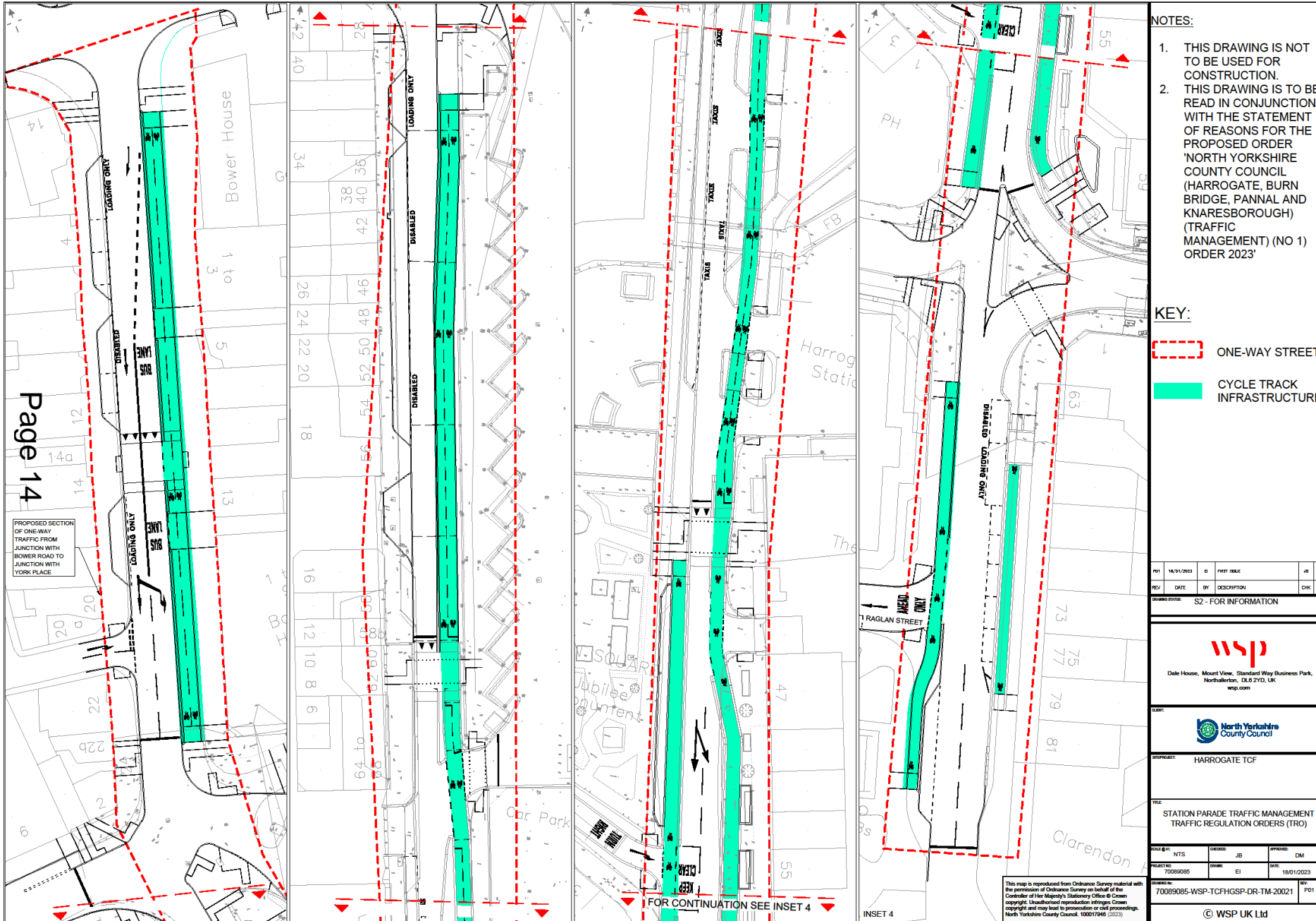
TITLE: STATION SQUARE
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SCALE	NTS	DRAWN	JB	APPROVED	DM
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Page 13



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KEY:

- ONE-WAY STREET
- CYCLE TRACK INFRASTRUCTURE

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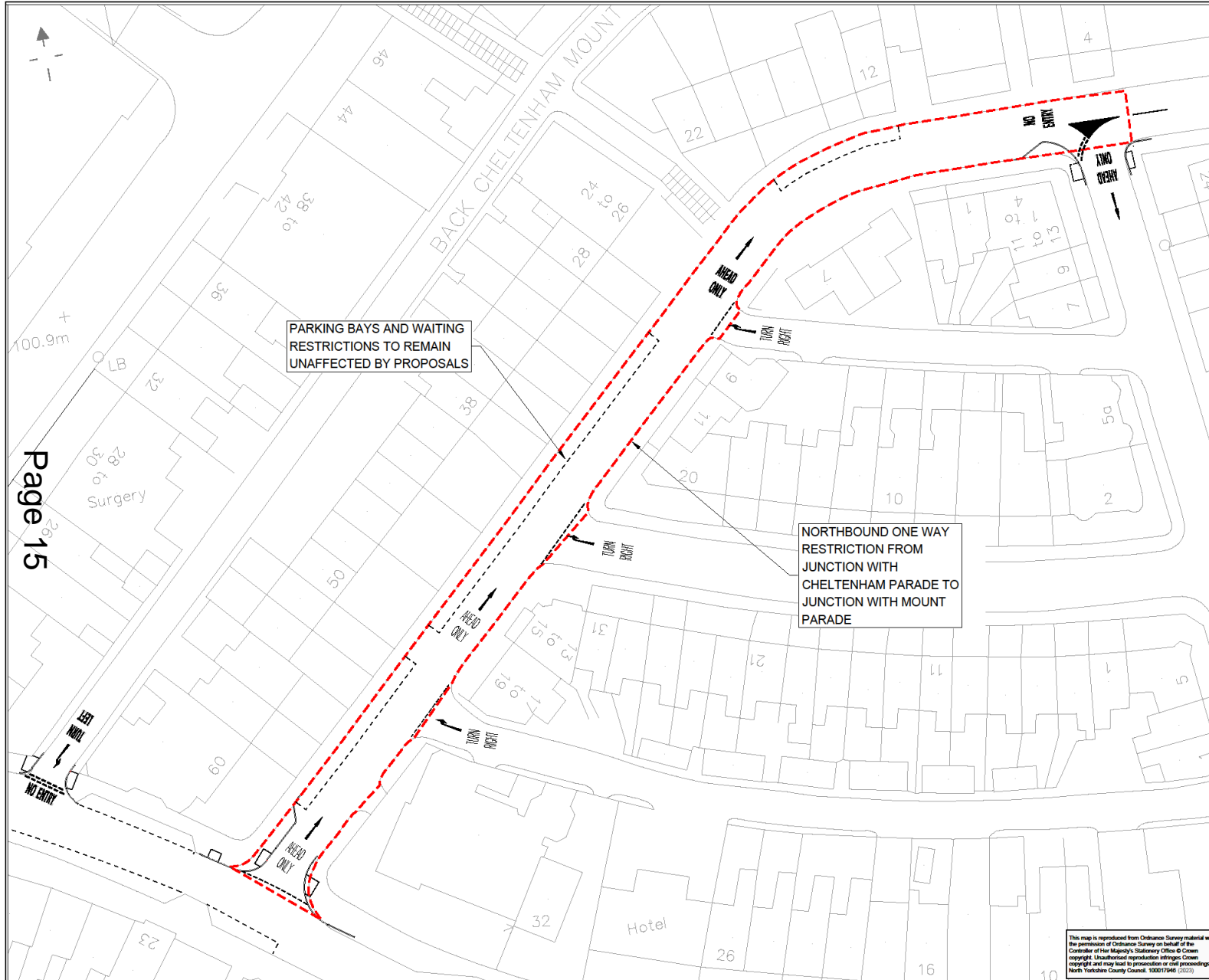
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TITLE: STATION PARADE TRAFFIC MANAGEMENT TRAFFIC REGULATION ORDERS (TRO)

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KEY:

PROPOSED ONE-WAY STREET

Page 15

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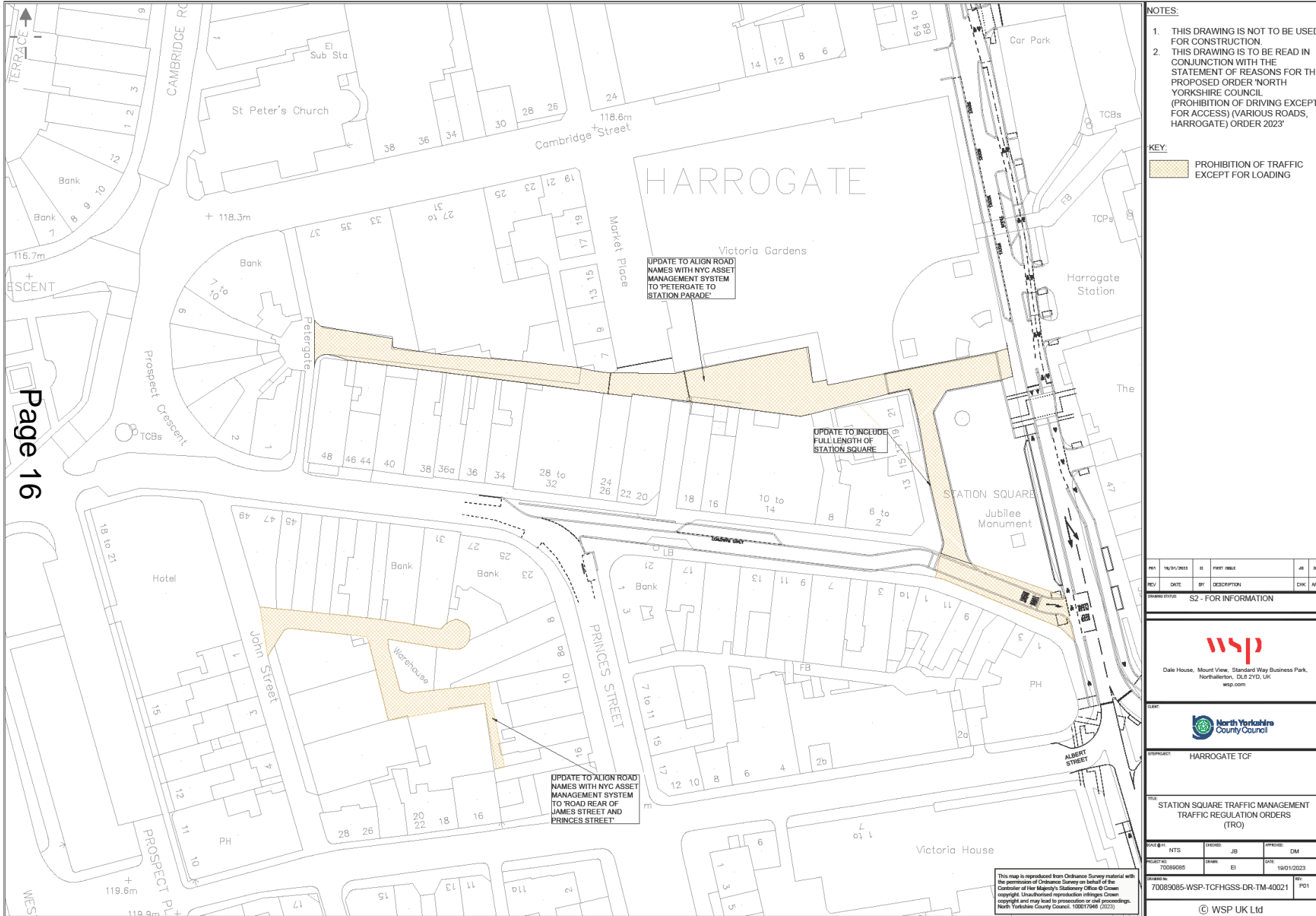


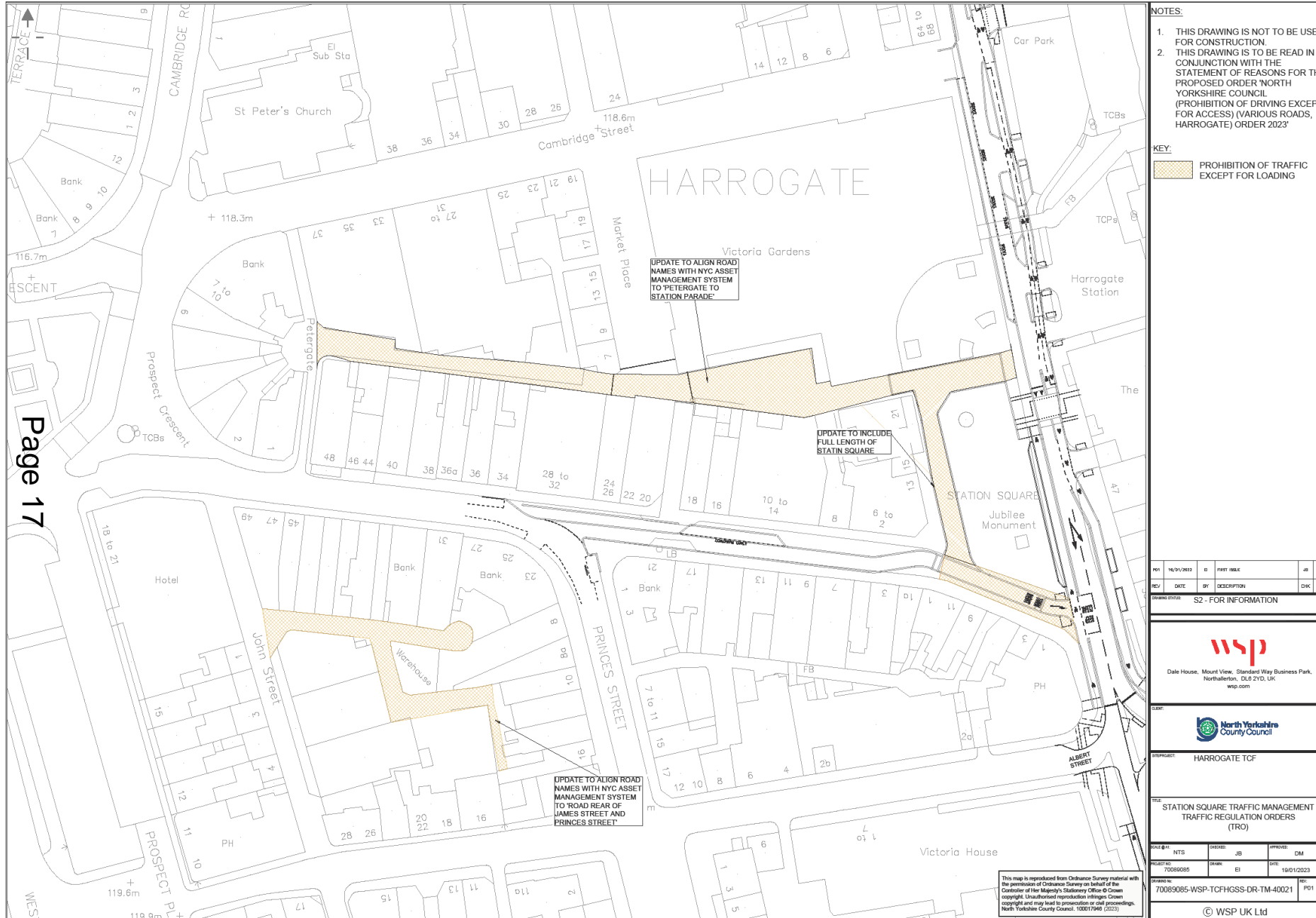
HARROGATE TCF

CHELTENHAM MOUNT
PROPOSED TRAFFIC REGULATION ORDERS (TRO)

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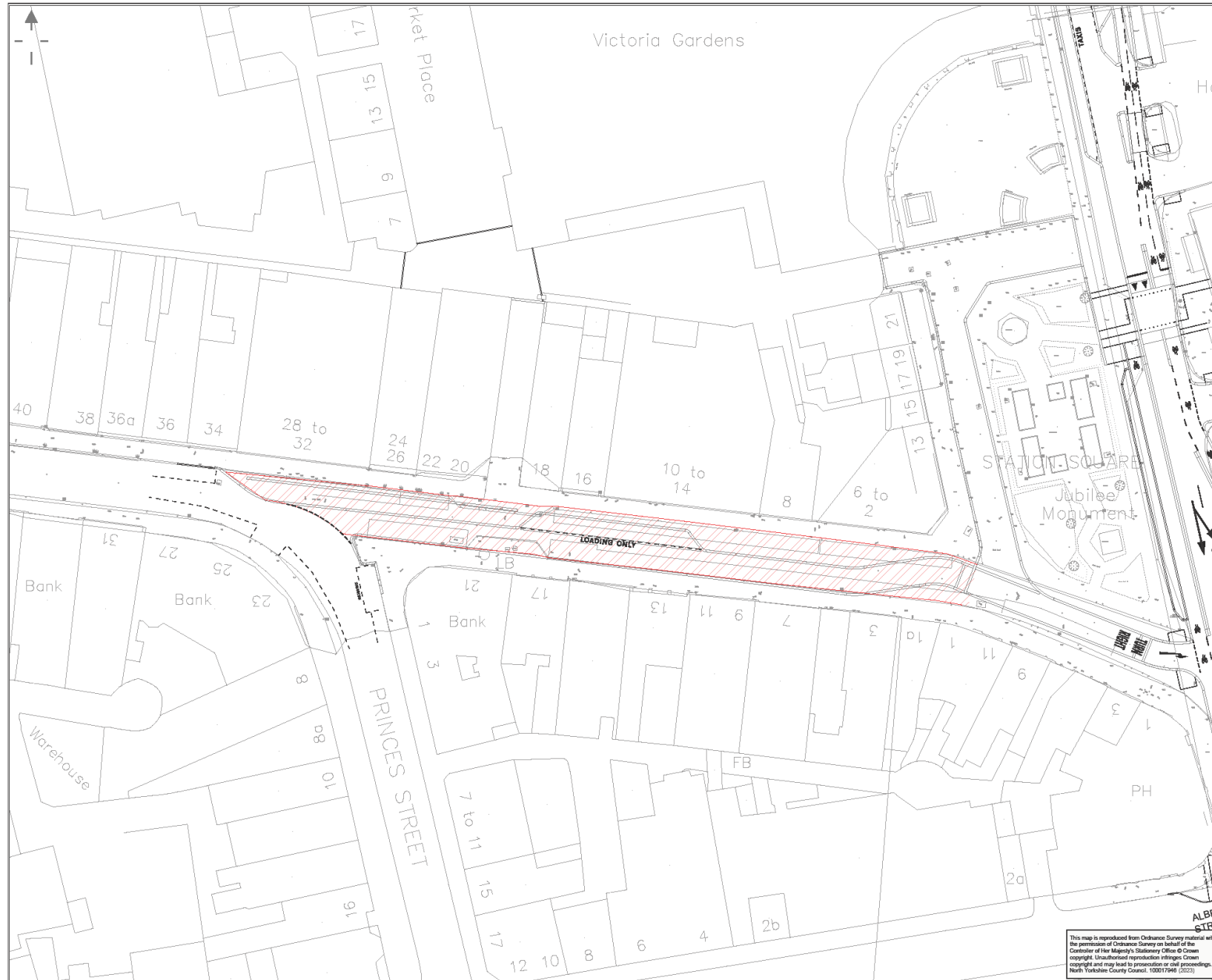
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Page 17

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 PROHIBITION OF TRAFFIC 10:30AM TO 4.00PM ON ANY DAY/PROHIBITION OF TRAFFIC 4.00PM TO 10:30AM EXCEPT FOR LOADING

NO	19/01/2023	JD	FIRST ISSUE	JD	DM
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North Yorkshire
 County Council

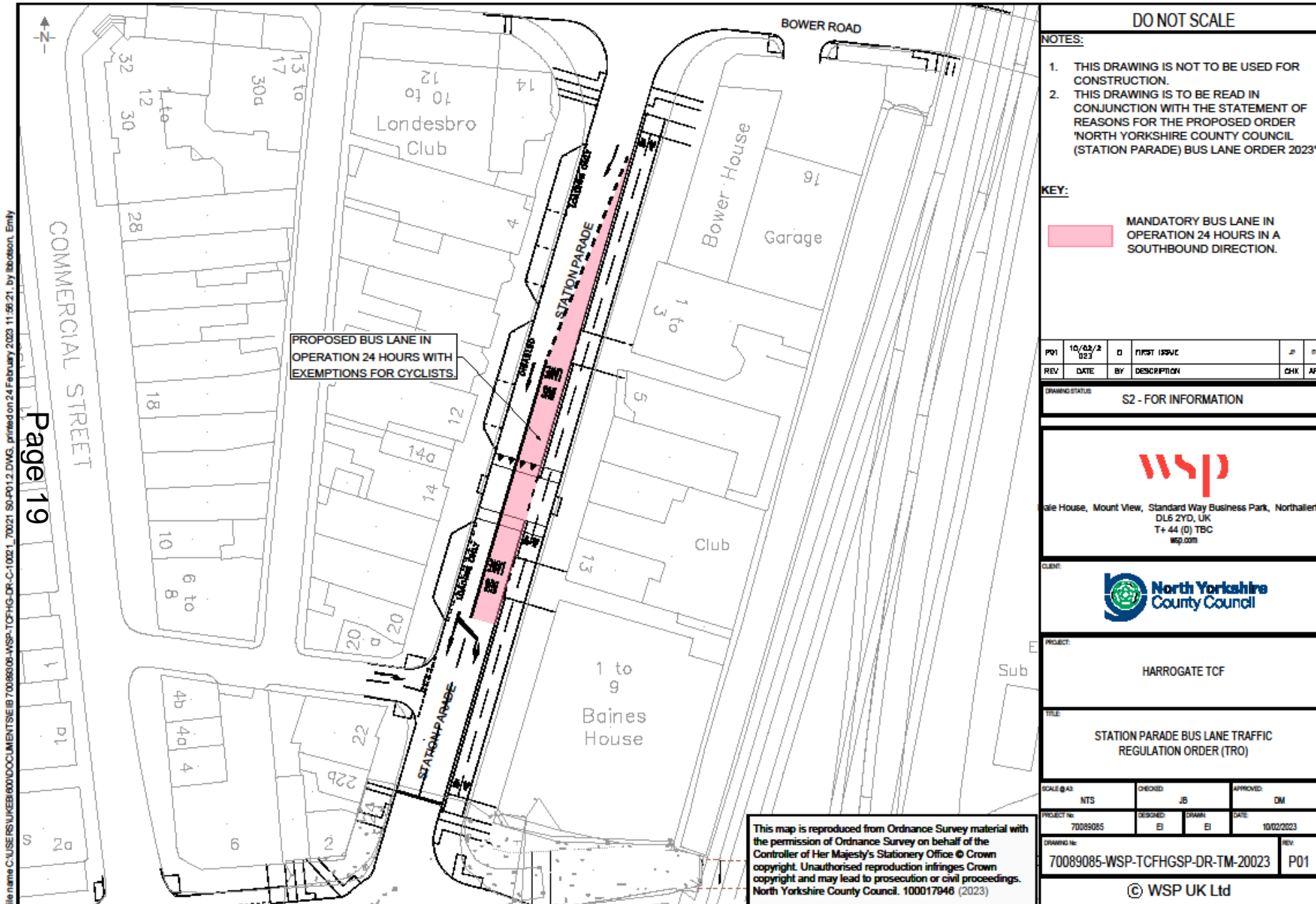
PROJECT: HARROGATE TCF
 TITLE: JAMES STREET
 TRAFFIC MANAGEMENT TRAFFIC REGULATION
 ORDERS
 (TRO)

DATE	NTS	DRAWN	JD	APPROVED	DM
PROJECT NO.	70089005	SCALE	E1	DATE	19/01/2023

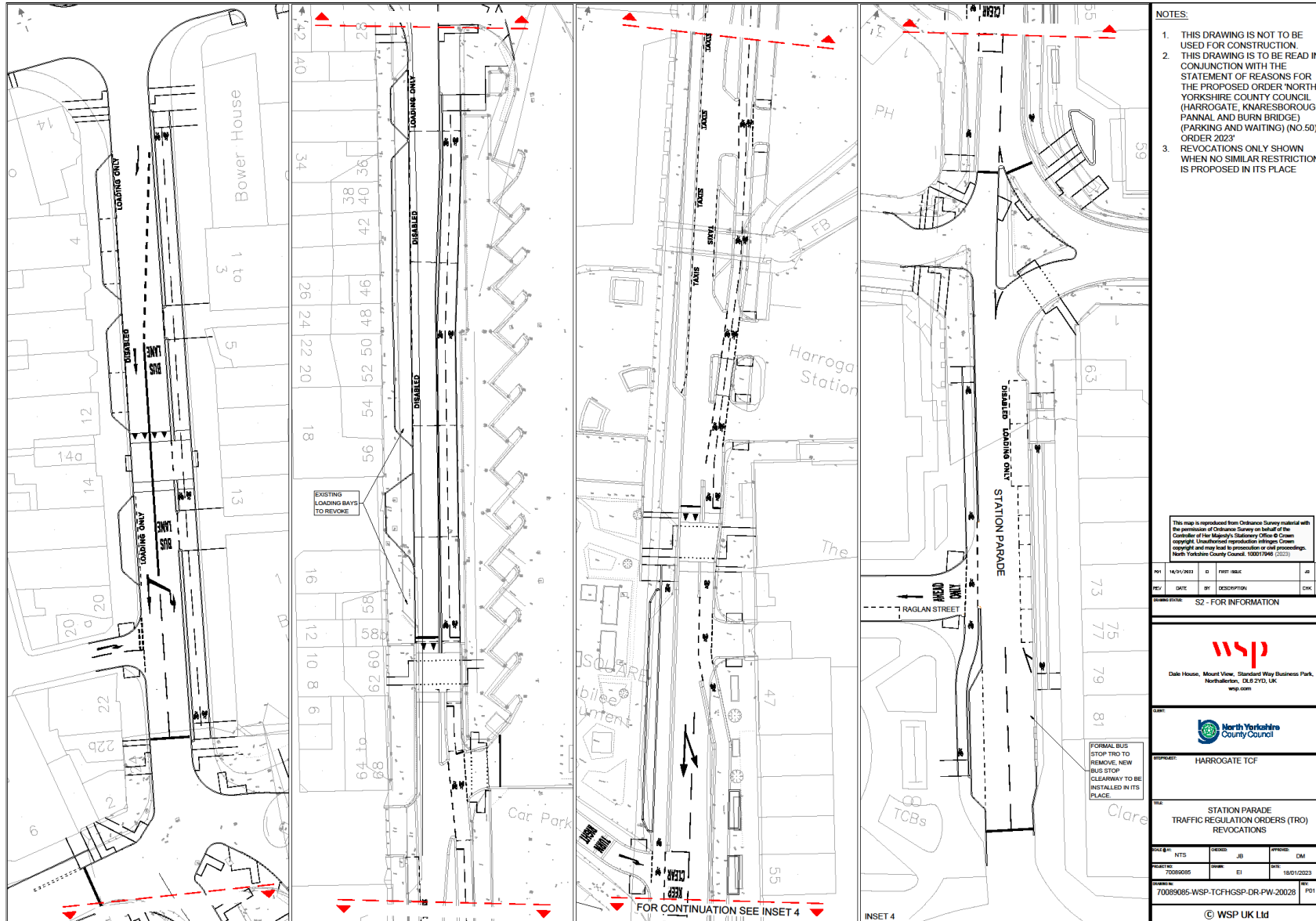
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 REV: P01

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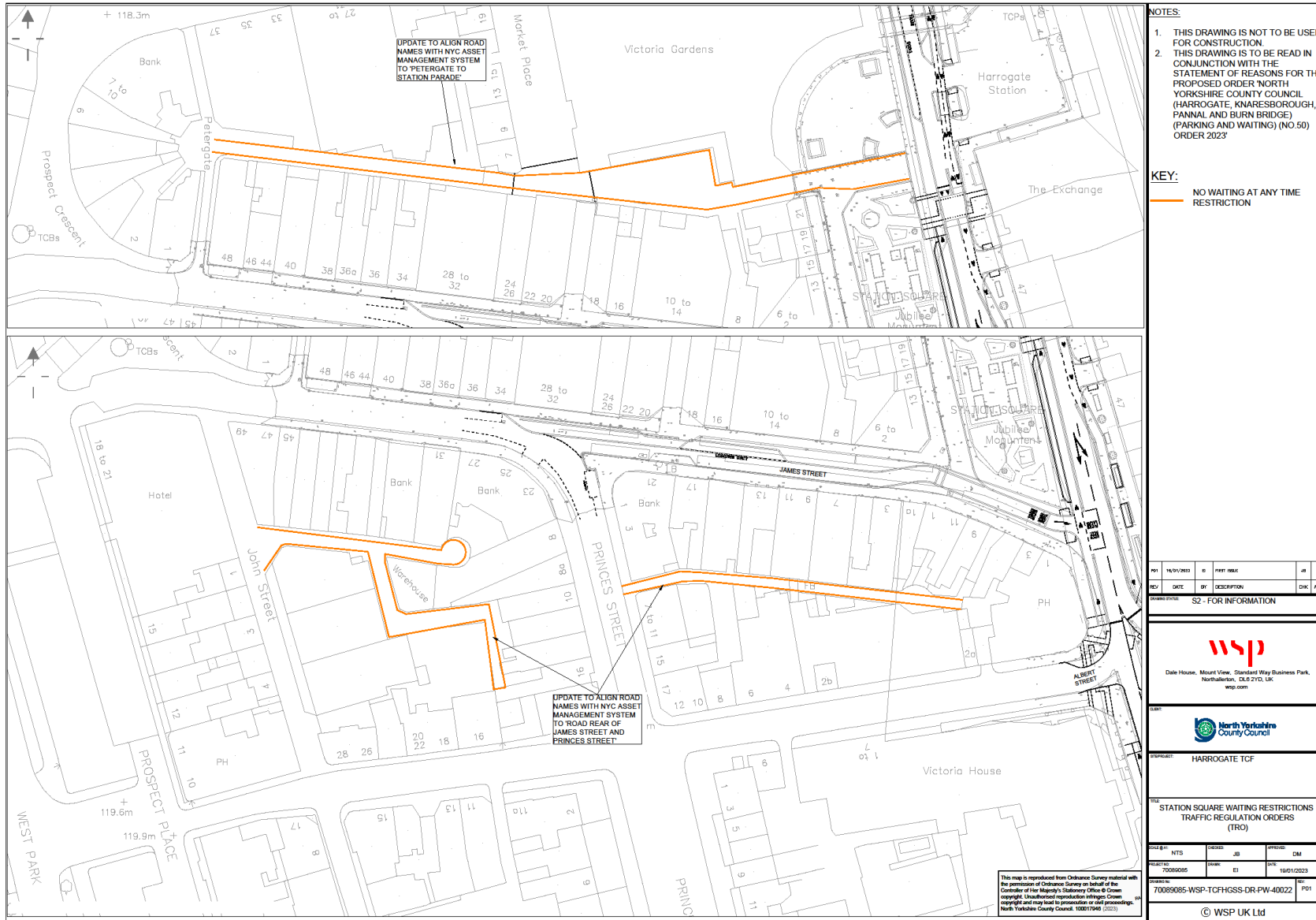
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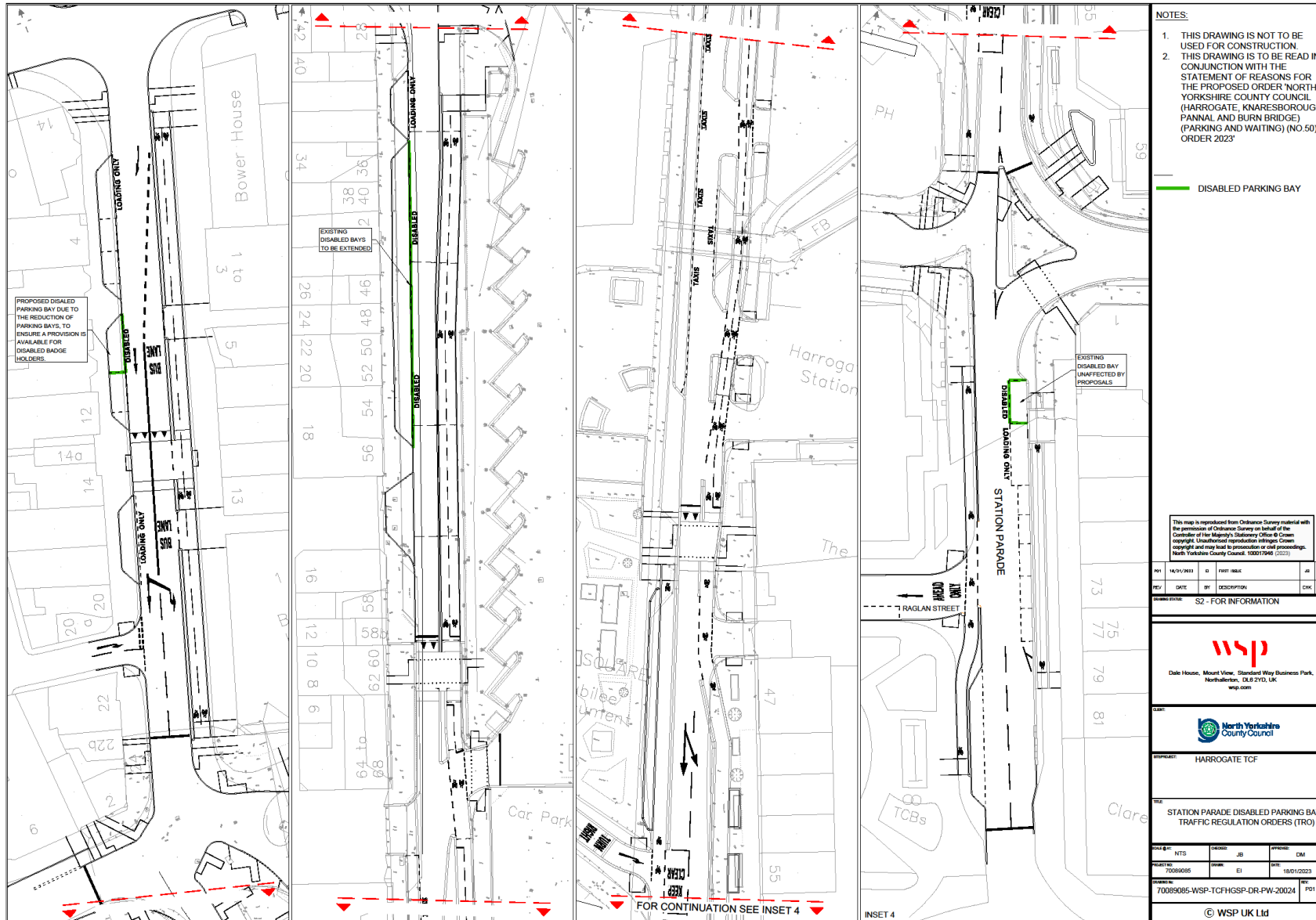


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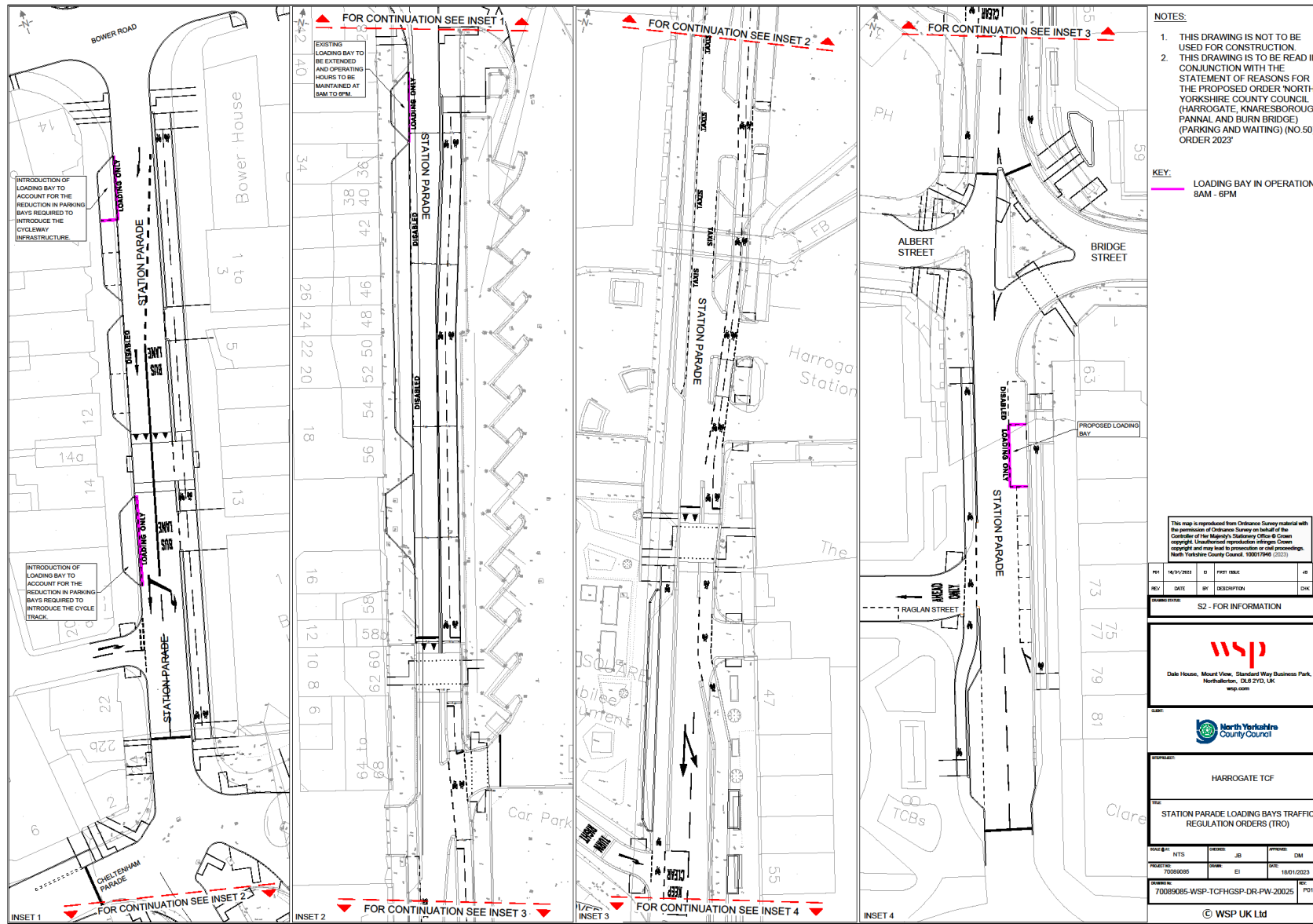
Plan 2





Plan 4

Page 23



- NOTES:
1. THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION.
 2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE STATEMENT OF REASONS FOR THE PROPOSED ORDER NORTH YORKSHIRE COUNTY COUNCIL (HARROGATE, KNARESBOROUGH, FARNALL AND BURN BRIDGE) (PARKING AND WAITING) (NO.50) ORDER 2023'

KEY:
— LOADING BAY IN OPERATION 8AM - 6PM

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REV	DATE	BY	DESCRIPTION	CHK	APP
001	14/01/2023	DM	FIRST ISSUE	DM	

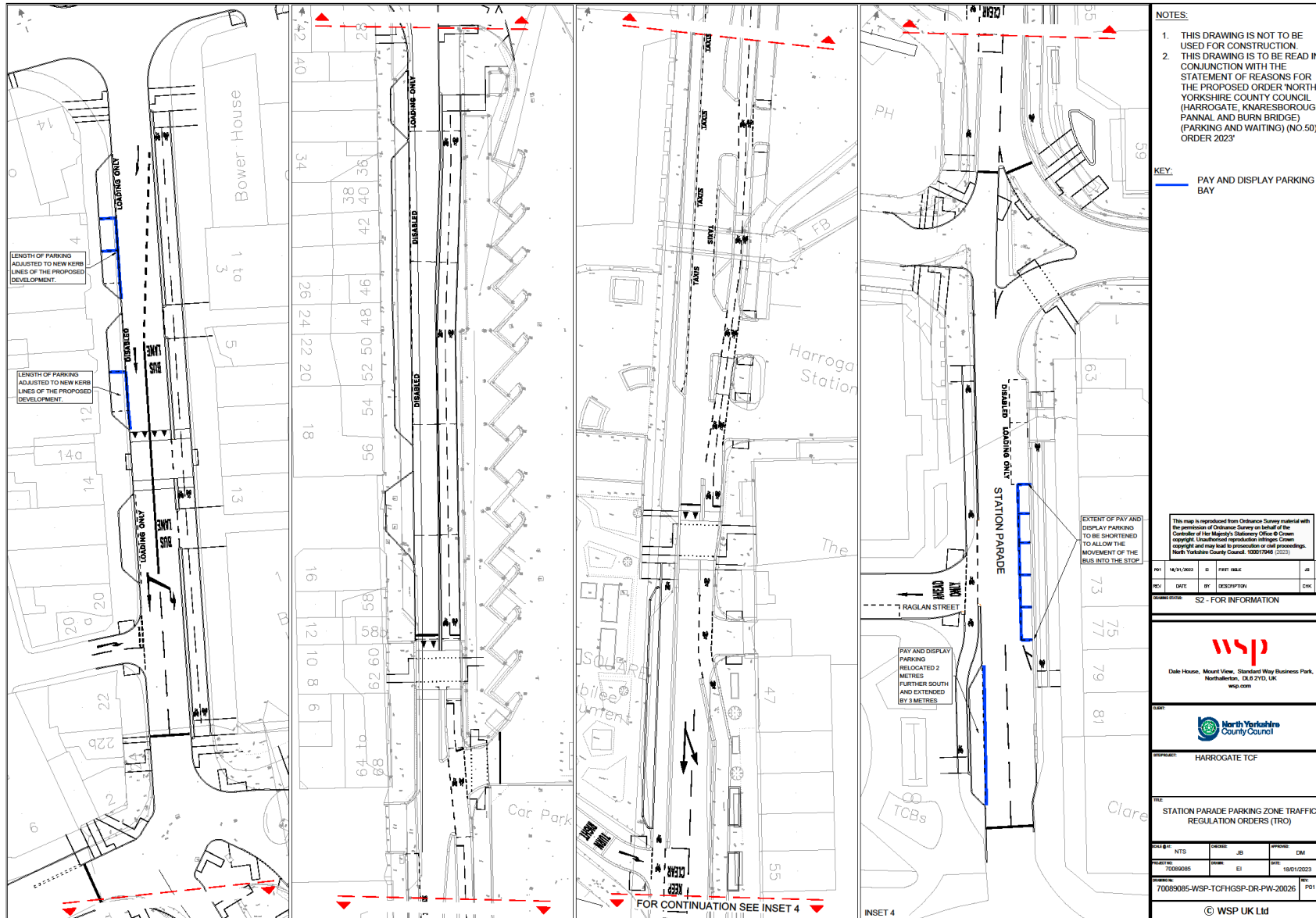
S2 - FOR INFORMATION

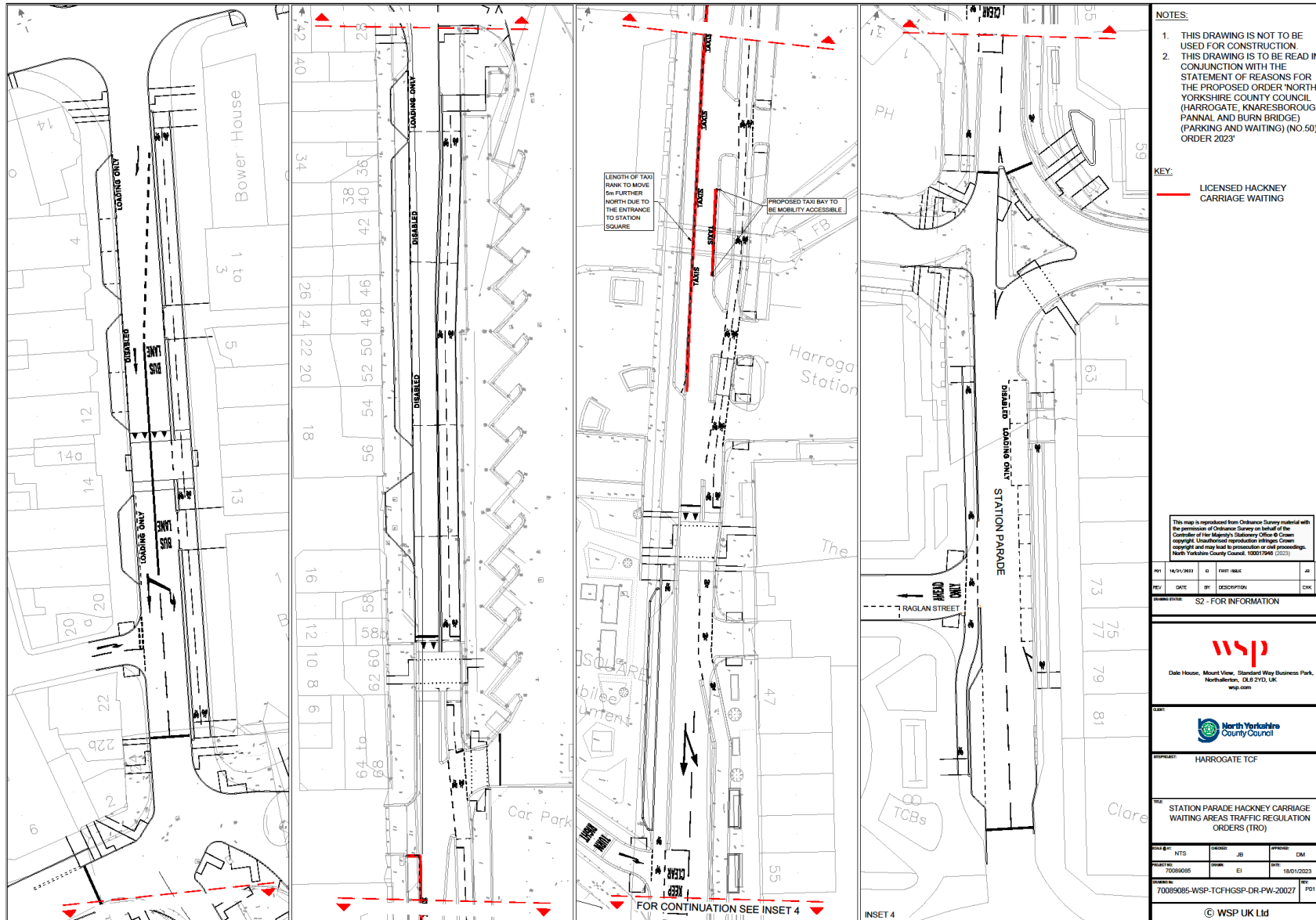
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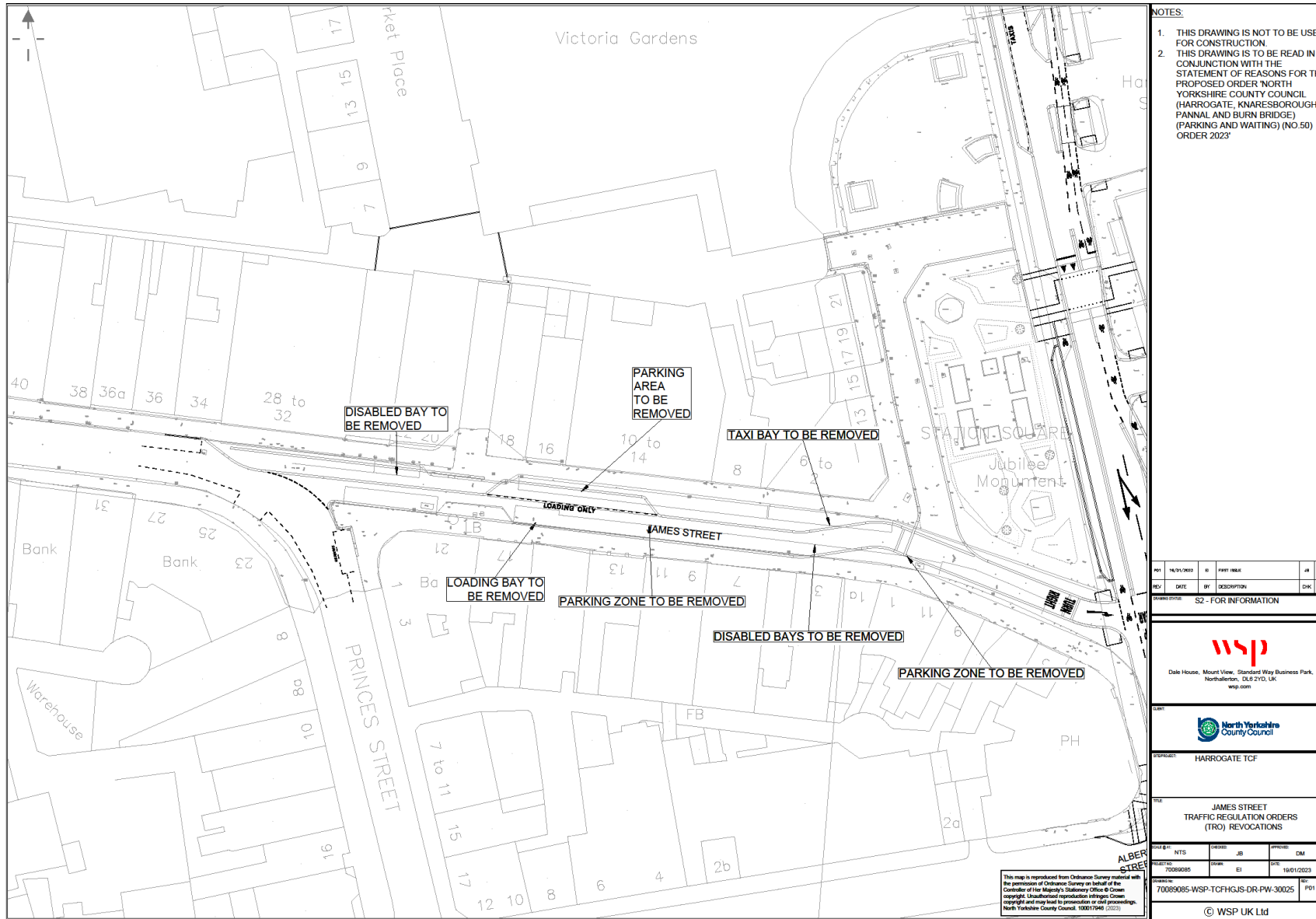
PROJECT: HARROGATE TCF
 TITLE: STATION PARADE LOADING BAYS TRAFFIC REGULATION ORDERS (TRO)

DATE	BY	DESIGN	JOB	APPVED	DM
PROJECT NO:	7009085	DATE:	18/01/2023		
DRAWING NO:	7009085-WSP-TCFHGSP-DR-PW-20025	REV:	001		

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REV	DATE	BY	DESCRIPTION	CHK	APP
01	14/01/2023	ES	FIRST ISSUE	JH	DM
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PROPOSED ORDER: S2 - FOR INFORMATION

wsp
 Dale House, Mount View, Standard Way Business Park,
 Northalton, DL6 2YD, UK
 wsp.com

North Yorkshire County Council

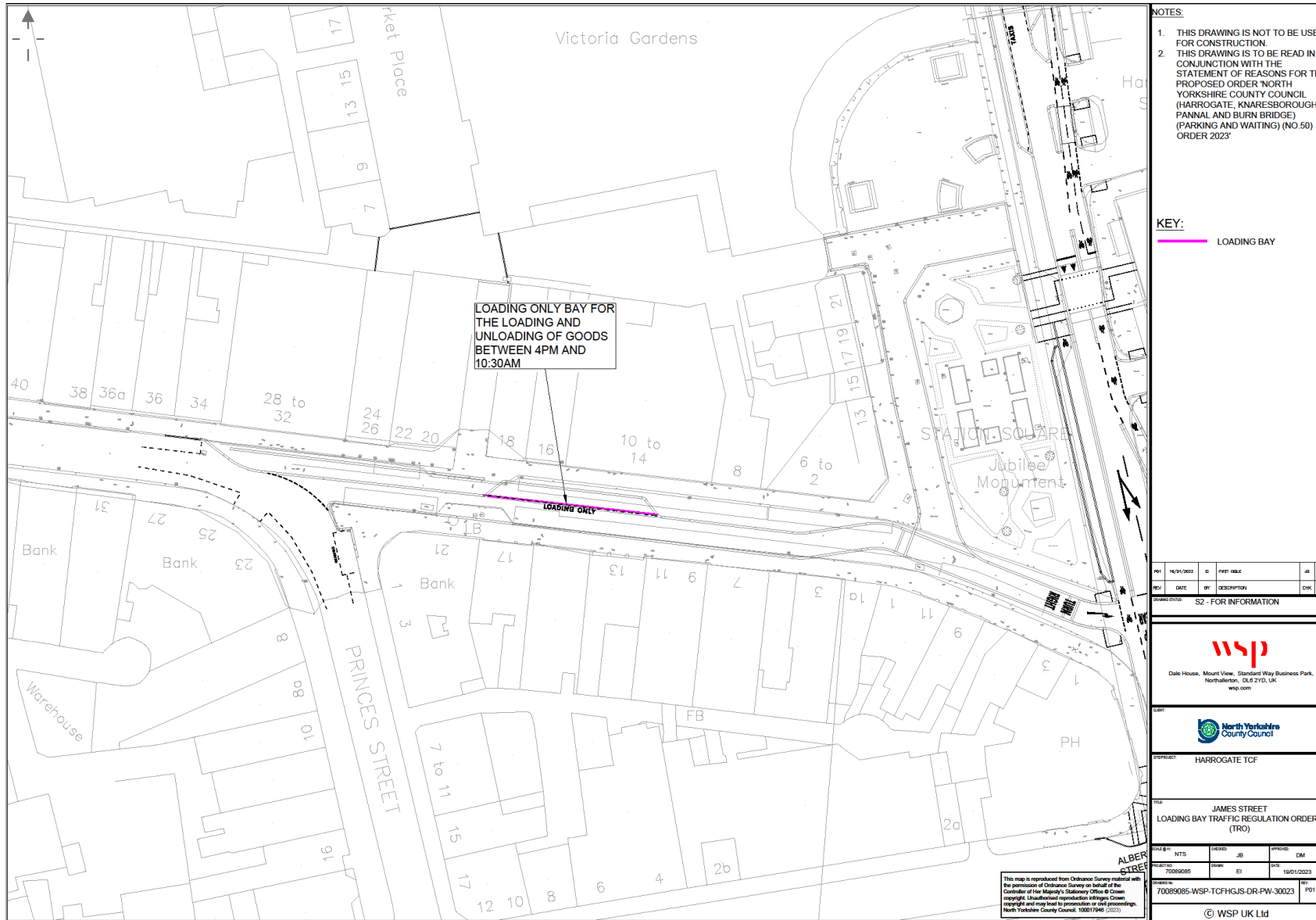
HARROGATE TCF

JAMES STREET
 TRAFFIC REGULATION ORDERS
 (TRO) REVOCATIONS


DATE	BY	APPROVED
19/01/2023	ES	DM

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KEY:
 LOADING BAY

REV	DATE	BY	DESCRIPTION	CHK	APP
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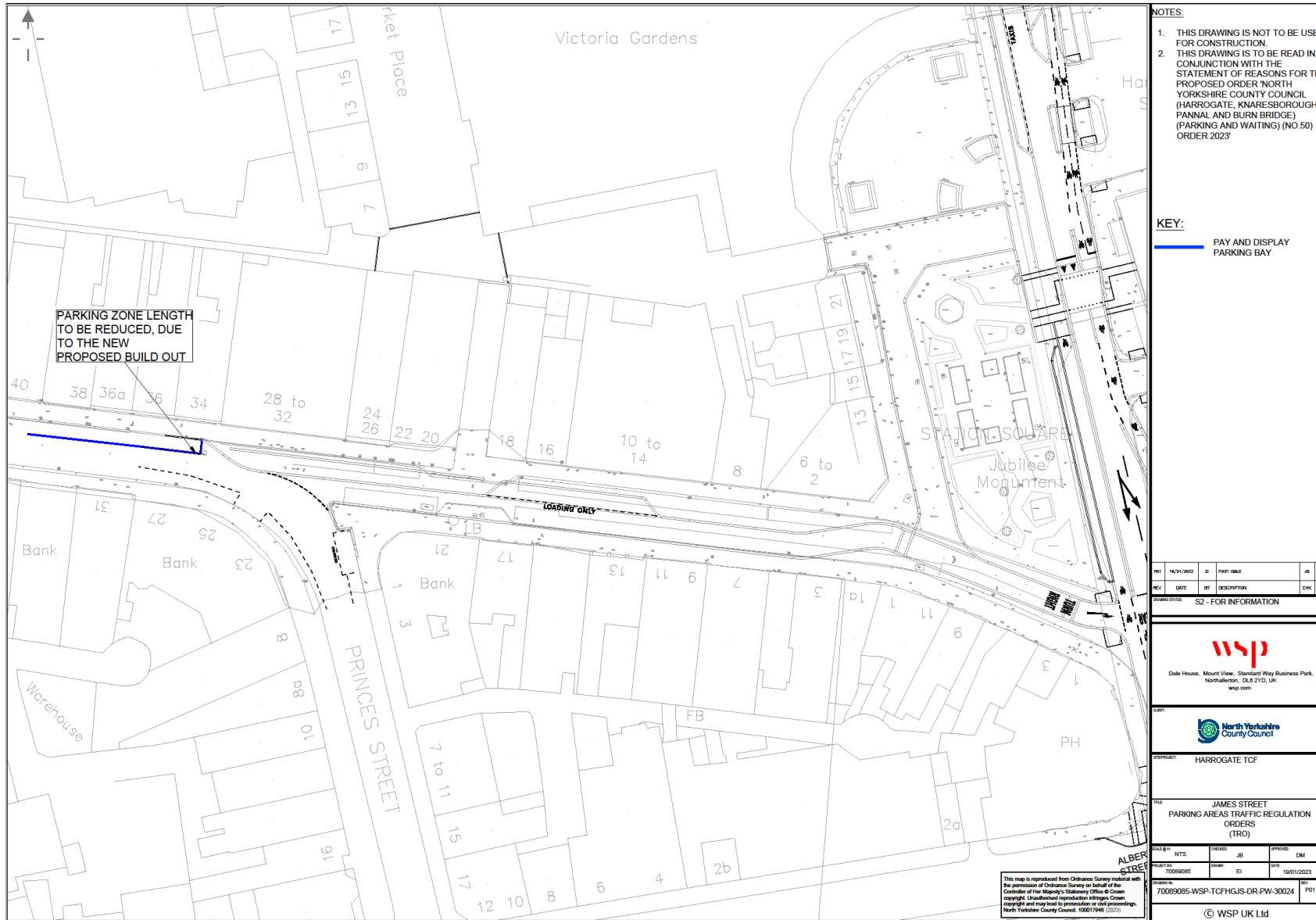
PROJECT: HARROGATE TCF

TITLE: JAMES STREET
LOADING BAY TRAFFIC REGULATION ORDERS (TRO)


DESIGNER	NTS	CHECKED	JB	APPROVED	DM
PROJECT NO	70089085	DATE	19/01/2023		

DRAWING NO: 70089085-WSP-TCFHGS-DR-PW-30023
 REV: P01
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KEY:
 PAY AND DISPLAY PARKING BAY

REV	DATE	BY	DESCRIPTION	CHK	APP
01	16/01/2023	DM	ISSUE		
DRAWING NO: S2 - FOR INFORMATION					



PROJECT: HARROGATE TCF

TITLE: JAMES STREET PARKING AREAS TRAFFIC REGULATION ORDERS (TRO)

DESIGNER	NTS	CHECKED	JB	APPROVED	DM
SCALE	AS SHOWN	DRAWN	EI	DATE	15/01/2023

DRAWING NO: 70089085-WSP-TCFHGS-DR-PW-30024
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North Yorkshire County Council, Temporary Prohibition of Traffic, NORTH YORKSHIRE COUNTY COUNCIL (HARROGATE, KNARESBOROUGH, PANNAL AND BURN BRIDGE) (PARKING AND WAITING) (NO.50) ORDER 2023. NOTICE is hereby given that North Yorkshire County Council proposes to make an Order under Sections 1(1), 2(1) to (3), 4(2), 32(1) and 35(1) of the Road Traffic Regulation Act 1984 and Part IV of Schedule 9 to the 1984 Act and under the Traffic Management Act 2004, the effect of which will be to amend “North Yorkshire County Council (Prohibition of Waiting and Loading and Provision of Parking) (District of Harrogate) Consolidation Order 2013” and North Yorkshire County Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No 23) Order 2016 by introducing the restrictions specified in the Schedules below:-

SCHEDULE 1

WAITING PROHIBITED AT ALL TIMES WITH EXEMPTIONS

- 1 Station Parade, Harrogate: South east/east side, from its junction with Bower Road to a point 71.5 metres north-west of the northern most boundary of no.47;
- 2 Station Parade, Harrogate: East side, from a point 58.5 metres north-west of the northern most boundary of no.47 to a point 15 metres south of its junction with Station Bridge;
- 3 Station Parade, Harrogate: East side, from a point 56 metres south of its junction with Station Bridge to its junction with York Place;
- 4 Station Parade, Harrogate: North west side, from its junction with Bower Road to a point 16.5 metres south west of its junction with Bower Road;
- 5 Station Parade, Harrogate: North west side, from a point 38.5 metres south west of its junction with Bower Road to a point 40.5 metres south west of its junction with Bower Road;
- 6 Station Parade, Harrogate: North west side, from a point 58 metres south west of its junction with Bower Road to a point 68.5 metres south west of its junction with Bower Road;
- 7 Station Parade, Harrogate: North west side, from a point 82.5 metres south west of its junction with Bower Road to a point 17 metres south of its junction with Cheltenham Parade;
- 8 Station Parade, Harrogate: West side, from a point 75 metres south of its junction with Cheltenham Parade to a point 140 metres south of its junction with Cheltenham Parade;
- 9 Station Parade, Harrogate: West side, from a point 200 metres south of its junction with Cheltenham Parade to a point 10 metres south of its junction with Raglan Street;
- 10 Station Parade, Harrogate: West side, from a point 31 metres south of its junction with Raglan Street to its junction with Victoria Avenue;
- 11 James Street, Harrogate: North side, from a point 50 metres east of its junction with Petersgate to a point 94.5 metres east of its junction with Princes Street;
- 12 James Street, Harrogate: North side, from a point 120.5 metres east of junction with Princes Street to its junction with Station Parade;
- 13 James Street, Harrogate: South side, from its junction with Princes Street to its junction with Station Parade;
- 14 Petersgate to Station Parade, Harrogate: both sides, in its entire length;
- 15 Road rear of James Street and Princes Street, Harrogate: both sides, from its Junction with Princes Street to a Point 85 metres east of its junction with Princes Street;
- 16 Road rear of James Street and Princes Street, Harrogate: both sides, in its entire length from its junction east of John Street.

SCHEDULE 2 WAITING PROHIBITED AT ALL TIMES EXCEPT FOR LICENSED

- ##### HACKNEY CARRIAGES FOR PICKING UP AND SETTING DOWN
- 1 Station Parade, Harrogate: East side, from a point 71.5 metres north-west of the northern most boundary of no.47 to a point 58.5 metres north-west of the northern most boundary of no.47;
 - 2 Station Parade, Harrogate: West side, from a point 140 metres south of its junction with Cheltenham Parade to a point 200 metres south of its junction with Cheltenham Parade.;

SCHEDULE 3-WAITING PROHIBITED AT ANY TIME EXCEPT FOR DISABLED BADGE HOLDERS

- 1 Station Parade, Harrogate: West side, from a point 40.5 metres south of its junction with Bower Road to a point 49.5 metres south of its junction with Bower Road;
- 2 Station Parade, Harrogate: West side, from a point 28.5 metres south of its junction with Cheltenham Parade to a point 75 metres south of its junction with Cheltenham Parade.

SCHEDULE 4-LOADING AND UNLOADING PROHIBITED AT ANY TIME

- 1 Station Parade, Harrogate: South east/east side, from its junction with Bower Road to a point 71.5 metres north-west of the northern most boundary of no.47;
- 2 Station Parade,

Harrogate: East side, from a point 58.5 metres north-west of the northern most boundary of no.47 to its junction with Station Bridge;

3 Station Parade, Harrogate: North west side, from its junction with Bower Road to a point

16.5 metres south west of its junction with Bower Road;4 Station Parade, Harrogate: North west side, from a point 58 metres south west of its junction with Bower Road to a point 68.5 metres south west of its junction with Bower Road;5 Station Parade, Harrogate: North west side, from a point 82.5 metres south west of its junction with Bower Road to a point 17 metres south of its junction with Cheltenham Parade;

6 Station Parade, Harrogate: West side from a point 75 metres south of its junction with Cheltenham Parade to a point 140 metres south of its junction with Cheltenham Parade;

7 Station Parade, Harrogate: West side, from a point 200 metres south of its junction with Cheltenham Parade to a point 10 metres south of its junction with Raglan Street;8 James Street, Harrogate: North side, from a point 50 metres east of junction with Petersgate to a point 94.5 metres east of its junction with Princes Street;9 James Street, Harrogate: North side from a point 120.5 metres east of junction with Princes Street to its junction with Station Parade;10 James Street, Harrogate: South side, from its junction with Princes Street to its junction with Station Parade.

SCHEDULE 5- AUTHORISED PARKING PLACES BETWEEN THE HOURS OF 8AM TO 6PM FOR THE LOADING AND UNLOADING OF GOODS.

1 Station Parade, Harrogate: West side from a point 68.5 metres south of its junction with Bower Road to a point 82.5 metres south of its junction with Bower Road;2 Station Parade, Harrogate: West side, from a point 17 metres south of its junction with Cheltenham Parade to a point 28.5 metres south of its junction with Cheltenham Parade;3 Station Parade, Harrogate: East side, from a point 21.6 metres south of its junction with Station Bridge to a point 32 metres south of its junction with Station Bridge;4 Station Parade, Harrogate: North-west side, from a point 16.5 metres south of its junction with Bower Road to a point 26 metres south of its junction with Bower Road.

SCHEDULE 6-ON STREET PAY & DISPLAY PARKING

1 Station Parade, Harrogate: the north west side, from a point 26 metres south of its junction with Bower Road to a point 36 metres south of its junction with Bower Road - Motor Cars, Motor Cycles, Invalid Carriages and other Motor Vehicles of an unladen weight not exceeding 3500kgs permitted - three hours during charging hours, no return within 2 hours - Mondays to Saturday 8.00am to 6.00pm; Sundays 10.00am to 6pm – Tariff zone Central 2;2 Station Parade Harrogate: the north west side, from a point 49.5 metres south of its junction with Bower Road to a point 55.5 metres south of its junction with Bower Road - Motor Cars, Motor Cycles, Invalid Carriages and other Motor Vehicles of an unladen weight not exceeding 3500kgs permitted - three hours during charging hours, no return within 2 hours - Mondays to Saturday 8.00am to 6.00pm; Sundays 10.00am to 6pm – Tariff zone Central 2;3 Station Parade, Harrogate: The west side, from a point 10 metres south of its junction with Raglan Street to a point 31 metres south of Raglan Street - Motor Cars, Motor Cycles, Invalid Carriages and other Motor Vehicles of an unladen weight not exceeding 3500kgs permitted - three hours during charging hours, no return within 2 hours - Mondays to Saturday 8.00am to 6.00pm; Sundays 10.00am to 6pm – Tariff zone Central 1;

4 Station Parade, Harrogate: the east side, from a point 32 metres south of its junction with Station Bridge to a point 56 metres south of Station Bridge - Motor Cars, Motor Cycles, Invalid Carriages and other Motor Vehicles of an unladen weight not exceeding 3500kgs permitted - three hours during charging hours; no return within 2 hours - Mondays to Saturday 8.00am to 6.00pm; Sundays 10.00am to 6pm – Tariff zone Central 1;5 James Street, Harrogate: the north side, from a point 5m east of Petergate to a point 50m east of Petergate - Motor Cars, Motor Cycles, Invalid Carriages and other Motor Vehicles of an unladen weight not exceeding 3500kgs permitted - three hours during charging hours; no return within 2 hours - Mondays to Saturday 8.00am to 6.00pm, Sundays 10.00am to 6pm – Tariff zone Central 1.

SCHEDULE 7-AUTHORISED PARKING PLACES BETWEEN THE HOURS OF 4PM TO 10:30AM FOR THE LOADING AND UNLOADING OF GOODS

1 James Street, Harrogate: North side from a point 94.5m east of Princes Street to 120.5m east of Princes Street.

SCHEDULE 8-REVOCATIONS

Page 31

NYC – 05 May 2023 - Harrogate and Knaresborough ACC

Traffic Regulation Orders – Harrogate Transforming Cities Fund

North Yorkshire County Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No.16) Order 2013 in so far as it relates to Waiting prohibited at any time except for buses:-

Station Parade; Schedule 22, item 41, in so far as it relates to Schedule 1 (Waiting prohibited at all times with exemptions); In so far as it relates to Schedule 1 (Waiting prohibited at all times with exemptions):-

Station Parade; items 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229;

James Street; items 1190, 1191, 1195, 1196, 1197; Back James Street; items 213, 214, 215;

In so far as it relates to Schedule 20 (Waiting prohibited at all times except for licensed hackney carriages for picking up and setting down):- Station Parade; item 6; James Street; item 4;

In so far as it relates to Schedule 25 (Waiting prohibited at any time except for disabled badge holders):-Station Parade; item 37; James Street; items 22 and 23;In so far as it relates to Schedule 27 (Loading and unloading prohibited at any time):- Station Parade; items 31, 32 and 33; James Street; items 13 and 15;In so far as it relates to Schedule 30 (Authorised parking place for the loading and unloading of goods):-

Station Parade; item 9;In so far as it relates to Schedule 31 (Authorised parking places between the hours of 8am and 6pm for the loading and unloading of goods):- Station Parade; items 16 and 17; James Street; items 8, 9 and 10;

North Yorkshire County Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No 23) Order 2016 in so far as it relates to Schedule 1 (On street pay & display parking):-Station Parade; items 109, 110, 111, 112, 113 and 114; James Street; items 42, 43, 47 and 48;

(ONE-WAY TRAFFIC) (VARIOUS ROADS, HARROGATE) ORDER 2023 NOTICE is hereby given that North Yorkshire County Council proposes to make an Order under Sections 1(1) and 2(1) to (2) of the Road Traffic Regulation Act 1984 and Part IV of Schedule 9 to the 1984 Act, the effect of which will be to prohibit any vehicle from proceeding along any length of road specified in the Schedules below, in a direction other than that specified in relation to that length of road in column 3 of that Schedule. SCHEDULE 1, ONE-WAY TRAFFIC RESTRICTION, CHELTENHAM MOUNT, HARROGATE- Cheltenham Mount, Harrogate: From its junction with Cheltenham Crescent to its junction with Mount Parade, permitted direction north bound. SCHEDULE 2, ONE-WAY TRAFFIC RESTRICTION, STATION PARADE, HARROGATE- Station Parade, Harrogate: From its junction with Bower Road to its junction with York Place, permitted direction southbound. SCHEDULE 3 ONE-WAY TRAFFIC RESTRICTION, STATION SQUARE, HARROGATE- Station Square, Harrogate: In its entire length, permitted direction Southbound.

(PROHIBITION OF DRIVING) (JAMES STREET, HARROGATE) ORDER 2023. NOTICE is hereby given that North Yorkshire County Council proposes to make an Order under Sections 1(1), 2(1), 2(2) and 3(2) of the Road Traffic Regulation Act 1984 and Part IV of Schedule 9 to the 1984 Act, the effect of which will be to prohibit any motor vehicle from proceeding along James Street, Harrogate, to premises or land adjacent to that road in circumstances detailed in the Schedule below:-PROHIBITION OF TRAFFIC 10:30AM TO 4.00PM ON ANY DAY- James Street, Harrogate, From its junction with Princes Street to its junction with Station Square.

(PROHIBITION OF DRIVING EXCEPT FOR LOADING) (VARIOUS ROADS, HARROGATE) ORDER 2023. NOTICE is hereby given that North Yorkshire County Council proposes to make an Order under Sections 1(1), 2(1), 2(2) and 3(2) of the Road Traffic Regulation Act 1984 and Part IV of Schedule 9 to the 1984 Act, the effect of which will be to prohibit any motor vehicle from proceeding along any length of road specified in the Schedules below, to premises or land adjacent to that road in circumstances detailed in the Schedules below:- SCHEDULE 1 ,PROHIBITION OF TRAFFIC EXCEPT FOR LOADING,JAMES STREET, HARROGATE, From its junction with Station Square to its junction with Station Parade.

SCHEDULE 2,PROHIBITION OF TRAFFIC EXCEPT FOR LOADING,PETERGATE TO STATION PARADE, HARROGATE - In its entire length. SCHEDULE 3,PROHIBITION OF TRAFFIC EXCEPT FOR LOADING,STATION SQUARE, HARROGATE- In its entire length. SCHEDULE 4,PROHIBITION OF TRAFFIC EXCEPT FOR LOADING,PROSPECT CRESCENT, HARROGATE- In its entire length. SCHEDULE 5,PROHIBITION OF TRAFFIC EXCEPT FOR LOADING,ROAD REAR OF JAMES STREET AND PRINCES STREET, HARROGATE-In its entire length from its junction east of John Street.

(PROHIBITION OF DRIVING EXCEPT FOR LOADING) (JAMES STREET, HARROGATE) ORDER 2023. NOTICE is hereby given that North Yorkshire County Council proposes to make an Order under Sections 1(1), 2(1), 2(2) and 3(2) of the Road Traffic Regulation Act 1984 and Part IV of Schedule 9 to the 1984 Act, the effect of which will be to prohibit any motor vehicle from proceeding along James Street, Harrogate, to premises or land adjacent to that road in circumstances detailed in the Schedule below:-[SCHEDULE - PROHIBITION OF TRAFFIC 4.00PM TO 10:30AM EXCEPT FOR LOADING](#)

James Street, Harrogate, From its junction with Princes Street to its junction with Station Square.

(STATION PARADE) BUS LANE ORDER 2023-NOTICE is hereby given that North Yorkshire County Council proposes to make an Order under Sections 1(1) and 2(1) to (2) and 4 of the Road Traffic Regulation Act 1984 and Part IV of Schedule 9 to the 1984 Act, the effect of which will be to introduce a bus and pedal cycle lane with flow as specified in the Schedule below:- SCHEDULE

PROPOSED BUS AND PEDAL CYCLE LANE WITH FLOW. Part of road authorised for use as bus lane, Station Parade, Harrogate: The east side from a point 16 metres south east of its junction with Bower Road to a point 82 metres south east of its junction with its junction with Bower Road. Permitted Direction, southbound, 24 hours of Operation.

(HARROGATE TRANSFORMING CITIES FUND)(TRAFFIC REGULATION)

(REVOCAION) ORDER 2023. NOTICE is hereby given that North Yorkshire County Council proposes to make an Order under Sections 1, 2 and 3 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended, and under the Traffic Management Act 2004 the effect of which will be to revoke in part, the North Yorkshire County Council (Harrogate, Burn Bridge, Pannal and Knaresborough) (Traffic Management) (No 9) Order 2010 as set out in the Schedule below: North Yorkshire County Council (Harrogate, Burn Bridge, Pannal and Knaresborough) (Traffic Management) (No 9) Order 2010. In so far as it relates to one way traffic, Station Parade, Schedule 11, item 73, Station Square. Schedule 11, Item 74, In so far as it relates to prohibition of traffic, Back James Street. Schedule 10, items 1, 2, 3 and 4. A copy of all the draft Orders above, together with a map showing the roads affected and a statement of the Council's reasons for proposing to make the Order may be inspected at County Hall, Northallerton and at Harrogate Library, Victoria Avenue, Harrogate HG1 1EG and at Harrogate Borough Council offices, Civic Centre, St Luke's Avenue, Harrogate HG1 2AE during normal office hours from 09/03/23 and also viewed online at www.northyorks.gov.uk/roadworks-map or www.northyorks.gov.uk/traffic-regulation-orders. If you wish to object to the proposed Order, you should send the grounds for your objection, in writing, addressed to Area 6 Boroughbridge Highways Office, Stump Cross, Boroughbridge, York YO51 9HU or by email to Area6.Boroughbridge@northyorks.gov.uk or via the website link above by 06/04/23. BARRY KHAN, Assistant Chief Executive (Legal and Democratic Services), County Hall, NORTHALLERTON-09/03/2023.

**NORTH YORKSHIRE COUNTY COUNCIL
(PROHIBITION OF DRIVING EXCEPT FOR LOADING) (VARIOUS ROADS,
HARROGATE) ORDER 2023**

(RE-ADVERTISEMENT DUE TO A LATE CLARIFICATION)

NOTICE is hereby given that North Yorkshire County Council proposes to make an Order under Sections 1(1), 2(1), 2(2) and 3(2) of the Road Traffic Regulation Act 1984 and Part IV of Schedule 9 to the 1984 Act, the effect of which will be to prohibit any motor vehicle from proceeding along any length of road specified in the Schedules below, to premises or land adjacent to that road in circumstances detailed in the Schedules below:-

**SCHEDULE 1
PROHIBITION OF TRAFFIC EXCEPT FOR LOADING
JAMES STREET, HARROGATE**

<u>Column 1</u> <u>Item</u>	<u>Column 2</u> <u>Road</u>	<u>Column 3</u> <u>Length</u>
1.	James Street, Harrogate	From its junction with Station Square to its junction with Station Parade

**SCHEDULE 2
PROHIBITION OF TRAFFIC EXCEPT FOR LOADING
PETERGATE TO STATION PARADE, HARROGATE**

<u>Column 1</u> <u>Item</u>	<u>Column 2</u> <u>Road</u>	<u>Column 3</u> <u>Length</u>
1.	Petergate to Station Parade, Harrogate	In its entire length

**SCHEDULE 3
PROHIBITION OF TRAFFIC EXCEPT FOR LOADING
STATION SQUARE, HARROGATE**

<u>Column 1</u> <u>Item</u>	<u>Column 2</u> <u>Road</u>	<u>Column 3</u> <u>Length</u>
1.	Station Square, Harrogate	In its entire length

**SCHEDULE 4
PROHIBITION OF TRAFFIC EXCEPT FOR LOADING
ROAD REAR OF JAMES STREET AND PRINCES STREET, HARROGATE**

<u>Column 1</u> <u>Item</u>	<u>Column 2</u> <u>Road</u>	<u>Column 3</u> <u>Length</u>
1.	Road rear of James Street and Princes Street, Harrogate	In its entire length from its junction east of John Street

A copy of the draft Order, together with a map showing the road affected and a statement of the Council's reasons for proposing to make the Order may be inspected at County Hall, Northallerton and at Harrogate Borough Council offices, Civic Centre, St Luke's Avenue, Harrogate HG1 2AE and at Harrogate Library, Victoria Avenue, Harrogate HG1 1EG during normal office hours from 16 03 2023 and also viewed online at www.northyorks.gov.uk/roadworks-map or www.northyorks.gov.uk/traffic-regulation-orders

Appendix B

If you wish to object to the proposed Order, you should send the grounds for your objection, in writing, addressed to North Yorkshire County Council, Customer Service Centre, County Hall, Northallerton, North Yorkshire, DL7 5AD or by email to Area6.Boroughbridge@northyorks.gov.uk or via the website link above. by 06 04 2023.

This Notice was originally advertised in the Harrogate Advertiser on 09 03 2023 and contained an additional Schedule that is no longer required. This is a re-advertisement excluding that Schedule.

BARRY KHAN, Assistant Chief Executive (Legal and Democratic Services), County Hall,
NORTHALLERTON
Dated 16 03 2023

No	Element	Comment	Council response
1	All	<p>The Harrogate Gateway Project will be a death blow to the centre of Harrogate. Our lovely town will become deserted, all the shops will close and it will become even more run down and empty than it already is. I am a major property owner in Harrogate and hence have numerous businesses renting from me. No one wants this! Even if it were to go ahead the money will not go far and it will not be of any quality as both material and labour costs have gone up so drastically. Look at HS2! This will be another Otley Road cycle path to nowhere. A total waste of money. I mean you have to laugh you want to start the scheme during the run up to Christmas - the time when business make money! Just shows you have no understanding at all of the real world! I would be more than happy to have a face to face meeting to discuss this further, but I guess you won't want to do this as you are so arrogant you don't take advice from those that know more about Harrogate than you do!</p>	<p>In respect to pre-Christmas commencement this would be contract mobilisation only to establish site compounds as opposed to works on street so Christmas embargo will be respected.</p>
2	All	<p>Although the area in front of the railway station could do with tidying up, it is absolutely ludicrous to believe that the main north/south thoroughfare through the centre of Harrogate can be served adequately by a single carriageway.</p> <p>There are plenty of good reasons why it is necessary to cross Harrogate by road and this scheme will cause a huge amount of congestion stretching back to the Royal Hall and beyond. Please reconsider.</p>	<p>Single lane operation will be mitigated by improved signal technology / co-ordination and is validated by robust software modelling to show only a marginal disbenefit to vehicle journey times, based on worse case travel scenarios plus factoring in potential future development growth increasing highway network flows. The main constraint to vehicle passage currently is the 3 number pelican crossings push button calls acting independently of 2 number adjacent signal control junctions along the A61 corridor. The project will address by co-ordinating these 5 signal installations better, mitigating the reduction to a single vehicle lane if the signal constraints are more efficient.</p>
3	All	<p>As someone who has lived in Harrogate for 26 years, I am completely against the road changes which will be implemented as part of the so-called Gateway Project.</p> <ul style="list-style-type: none"> • James Street - closing part of it leading onto Station Parade will have a major negative impact on traffic flow around the town. • Parking spaces - reducing the number in the town and reducing the ability to reach shops, churches, Post Office services etc will discourage people from venturing into the town centre. • Making part of Cheltenham Mount one-way will have a major negative impact on the through-flow of traffic, clogging up Mount Street, which is residential, and channelling even more traffic on to Cheltenham Crescent and on to the proposed single carriage-way that will be Station Parade. <p>How on earth will traffic wishing to reach the Wetherby and Knaresborough Roads, and the southbound A61 do so without being sent in ever-decreasing circles around the town centre?</p> <p>It is a crazy, ill-thought out plan which will benefit neither residents, local</p>	<p>James St closure will have only a marginal disbenefit to vehicles circulating seeking on street parking as opposed to general network flows. The town centre has over 6800 public parking places so the loss presented in TRO of 40 bays is only nominal, which the town can absorb in terms of overall parking stock. Creation of a one way in Cheltenham Mount will reduce 2-way conflict currently experienced and thus decongest; conversely Station Parade being a local distributor road is more suitable to accommodate any</p>

		businesses nor visitors. All to take advantage of a pot of government money which must find a purpose at any cost.	extra flows as opposed to the network of residential streets adjacent.
4	All	<p>This has to be the most ill thought out project that this council has ever dreamed up.</p> <p>The majority of Harrogate people either can't or don't ride bikes. Some can't walk. So to dream up a scheme which will satisfy the younger members of the community to the detriment of the older community is a downright disgrace.</p> <p>It will cause traffic chaos coming into Harrogate from the north, which is pretty dreadful now. It will increase traffic fumes from New Park right through the town centre.</p> <p>Why not , as most Harrogate residents will agree, open up Parliament Street to two way traffic. The figure of £30 million is a staggering figure and with willingness be considerably lower.</p> <p>The Harrogate Town centre businesses will suffer a large downturn in turnover due to the older residents not being able to drive into town. Get real this is a terrible idea and should be scrapped.</p>	<p>There is evidence to support cycle usage and its potential for increased popularity in Harrogate, a town with one of the UK's richest heritages in cycle credentials ranging from the annual cycle show / festival, hosting of the Tour De France / World Championships and strong amateur / leisure cycling scene plus cycle retailers ; modal switch will decrease emissions, while converting Parliament Street has been explored and considered unfeasible on engineering and cost grounds. Creation of a more attractive town centre is intended to uplift trading opportunity while there is generous car parking opportunity throughout town centre.</p>
5	Cheltenham Mount	<p>Does this mean all A61 traffic to Leeds passing through Harrogate will pass along Cheltenham Mount?</p> <p>If so, can the houses and roads take this amount of traffic vibration? I would think the house prices would also be affected negatively.</p> <p>Not a good idea in my opinion.</p>	<p>The A61 remains open to vehicles, so Cheltenham Mount is forecast to be used by similar levels of traffic volume to existing.</p>
6	All	<p>Please accept his an objection to the road closures. The proposals will only serve to increase congestion elsewhere and increase pollution.</p> <p>Consideration to part cycle/part road schemes has not been made. Where is the equity for pedestrians, cyclists and those with cars.</p>	<p>The strategy is fundamentally focused upon green travel opportunity / clean air quality as modal switch escalates, while availing vehicle access still to promote all modes of travel.</p>
7	All	<p>I am horrified that this might be agreed.</p> <p>Many people in Harrogate and Knaresborough are elderly (including me) and would NOT, or could not, cycle or walk to the town centre. if we do want to shop and carry heavy bags, we need convenient central bus service to get home.</p> <p>If this unnecessary modernisation goes ahead, we will shop on line or go to another out of town shopping area where we can park.</p> <p>Please reconsider!</p>	<p>There is generous parking opportunity throughout the town centre with surveys noting under occupancy currently; the project also improves bus access.</p>
8	All	<p>I understand that there is currently plenty of discussion going on at the moment in regard to Harrogate town centre and proposed changes to road use. Amongst other things, the county council are aiming to encourage more cycling in and around the town centre.</p> <p>I applaud this, but the sad reality is that this is another example of disjointed strategy and planning.</p> <p>Have you cycled down Leeds Road recently or down Victoria road intween station road and West Park? These are just two examples of pot marked and dangerous roads which do absolutely nothing to encourage cyclists. Quite simply, they are dangerous and unfit for cars let alone cyclists</p> <p>If you are serious about this, then put your money where your mouth is and make the roads safe and fit for use.</p> <p>Can you please let me have your thoughts but more importantly a detailed</p>	<p>General support, though reference to other areas of Harrogate where cycle schemes have been introduced on roads in need of maintenance.</p>

		breakdown of when the roads will be properly repaired? I look forward to hearing from you.	
9	James Street	I note that the intention to close certain roads (e.g. James Street) as part of the Harrogate Station Gateway project has been published (Stray Ferret today). My wife (82) has a blue badge to use disabled parking on these roads and we object most strongly to your proposals which, if implemented, will prevent us from accessing shops and cafes on those roads. It's all very well trying to encourage bus, cycling and walking but these are not options for us. You should take the needs of disabled people into account in making these proposals.	Only partial pedestrianisation of James St; blue badge parking is provided on many streets close by and remains neutral overall.
10	All	Please please.... Back down and admit this whole gateway 'exercise' is wrong and not the right place. Harrogate is one of the most beautiful and open places in the country yet the country council, and in particular Mr Keane are hell bent on closing it off. Whether you like it or not (and it feels Mr Keane et al doesn't) the town has a much older demographic who themselves rely on driving. We are not suddenly going to see Harrogate resident walking and cuddling cycling everywhere for goodness sake. Please look past Mr Keane's social media persona and readiness for photo ops and kindly accept this scheme has limited backing. Please stop this. You are/WILL kill Harrogate town centre for good...	The introduction of improved public realm to the east side of Harrogate centre will uplift the town centre's attractive street scene. As a place to visit it will become more desirable post scheme while maintaining significant parking opportunity for people not able to cycle / walk far.
11	All	I write to strongly oppose the proposed Harrogate Gateway project. As a lifelong resident of Harrogate, and a business owner, employing more than 20 people in the town, I can only see negatives in this scheme, and am EXTREMELY CONCERNED that these decisions are being taken by people at NYCC who neither live, work or travel through Harrogate, and so have no idea of the negative impact that this scheme will have on the town. In previous years we have had to put up with the installation of traffic lights throughout the town centre, which are completely miss-timed and cause traffic chaos day and night (specifically at the junction of Ripon Road, Parliament Street and Kings Road) but again, because these were installed by a 'committee' who have never even been to the town, these have never been properly addressed, and we simply have to put up with it. My immediate concerns re the Harrogate Gateway: <ul style="list-style-type: none"> • The initial (and presumably long term) disruption of all the road works etc will be devastating for every local business, particularly the retailers • Changing Station Parade from 2 lanes down to 1 is absolute madness. This road is over capacity as it is – it needs more space, not less! This will result in making what is an already hugely congested part of town, even worse, and I would bet you will have vehicles queuing all the way up the A61 (Ripon Road) and the A59 (Skipton Road) • Closing part of James Street will simply cause traffic queues back onto Parliament Street. You would be far better closing Cambridge Road • Removing parking bays will simply discourage people coming to the town This project seems to be being decided by non-residents, which is simply ridiculous. It will be damaging for the town as a whole - ultimately damaging local trade as people will leave the town to shop elsewhere, tourists will be less likely to visit the town because of the traffic chaos and the local residents, well, we will have to put up with it, but I can say, without hesitation, that if the decision to either go ahead with this project, or scrap it were in the hands of the people who actually live and work within the town, then it would most certainly be scrapped. Please record this email as an official objection to these plans going ahead.	The existing traffic signals will be upgraded within the projects boundary. Works would be phased to mitigate construction disruption, modelling on Station Parade shows only a limited disbenefit to vehicle flows, partial closure of James St will not affect Parliament St with, significant parking stock remaining.

12	Station Parade	I am against the proposed Station Parade changes	General comment against the TCF.
13	Station Parade	I just looked at the one way road system plan and it struck me that would be safer to have the cycle lane to the right of traffic lane, so that cars don't have to cross the cycle lane to enter the station carpark. From what I could see, shown in the newspaper, and it looks as if there will still hopefully be access to a pick-up and drop-off area for the railway station.	Siting of cycle lane, positioned to left of Station Parade to enable direct access to rail station and maintain kerbside parking / loading on the right.
14	All	<p>I write to express my concerns about the Harrogate Station Gateway project.</p> <p>My family have for many years owned property on Cheltenham Mount. I am extremely concerned about several aspects of this project:</p> <ol style="list-style-type: none"> 1. The net traffic emissions effect of the project it that they will be increased. This is appalling given our already dangerous exposure to damaging emissions. 2. The 'one way' traffic change on Cheltenham Mount will increase traffic along Mount Parade. Mount Parade is primarily a residential street, and traffic should therefore be reduced, and never deliberately increased. 3. In my opinion, this project will severely damage access to several important retail businesses. <p>I am happy to discuss this if required.</p>	The strategic outcome of modal switch will see improved air quality as uptake momentum increases, together with national level policy to introduce Electric Vehicles. Creation of one way in Cheltenham Mount is intended to reduce 2-way conflict on this narrow highway therefore traffic volume changes overall should remain neutral.
15	All	<p>How can this ever be seen as an improvement.</p> <p>1st. This is the main road running from the north of Harrogate to Leeds Bradford etc.</p> <p>2nd. If you are cycling at this point you are in the centre and should be walking!</p> <p>3rd. The garden you want to scrap was designed so that the box hedges protected people sitting from the wind / elements etc . Your open plan scheme will make it impossible due to Harrogate's windy natural environment.</p> <p>4th. Closing the end of James street to traffic which normally filters into Station parade means that traffic will have to go up Princes street, across Albert street, along Princes Square across Raglan street to turn left on Victoria avenue before finally arriving to be able to turn right on to station parade. For cars this is bad but for lorries ,large or small, nearly impossible. Especially if you are going to make Victoria avenue more cycle friendly. Please think again. Harrogate survives on visitors from outside the area. Some might come by train or on buses ut the majority come by car. Look after them first, they have the money!</p>	An open town square will transform the immediate impression visitors experience when entering the town from the rail station gateway. Vehicle flows along the remodelled James St route will reduce dependence upon short cutting to Station Parade and Princess St is equally capable of accommodating flow as James St currently. Car borne visitors are still generously catered for with over 6800 parking spaces remaining within the town centre area.

16	All	<p>I write to express my extreme concerns regarding the above proposed scheme.</p> <p>Further to your letter of 9 March 2023 it would appear that yet again we have been invited to provide comments on the above proposals. These proposals have been commented on a number of times now, and letters of opposition sent accordingly. How many times do we have to say 'NO' to this scheme!</p> <p>The results of the last three consultations show that the people of Harrogate District, including the Granville Road Residents Group are NOT IN FAVOUR of this scheme going ahead.</p> <p>I can only presume that you ignore the results of the previous consultations and hope that by sending another, then the response you receive is much reduced in numbers as a result of either participant lethargy or more worryingly that people assume that because they have already objected to the scheme that their previous response will be taken into consideration on this latest consultation.</p> <p>The NYCC councillors are voted in by Harrogate Residents who assume that they will implement the wishes of the Residents in a democratic process but with regards to this scheme this seems not to be the case which is completely unacceptable.</p> <p>Once again, please find below the reasons for objecting to this Scheme.</p> <p>My objections are primarily as follows:</p> <ol style="list-style-type: none"> 1. I feel, that as a resident in central Harrogate, and indeed a resident in an area that is going to be profoundly affected, that a prior consultation with myself and others in a similar situation, should have been offered, similar to the consultation that I understand was held with at least one cycling group during the preparation of the scheme. 2. The viewing opportunities to look at the scheme in person were only available during working hours and with very little notice, thus limiting the option for local people who work during office hours to attend, The apparent solution of 'zoom' meetings on an evening are NOT convenient to many people despite NYCC believing this to be the case! The plans at Victoria Centre didn't even show the name of Mount Parade, the street name presumably being covered with a dialog box – was this intentional I wonder? There are serious implications for Mount Parade, in particular, due to the closure of Cheltenham Crescent to two way traffic at the junction of Mount Parade. 3. I believe that the scheme is not detailed sufficiently on the 'fly through' in that the lower end of town is not even shown. The pretty drawings showing cyclists merrily cycling along in what appears to be excellent weather, together with the small amount of vehicles, portrays an extremely unrealistic idealism and is therefore very misleading and potentially dishonest in its presentation. <p>I was advised at the Victoria Centre that similar schemes have been 'very successful' in Cambridge and Amsterdam. I would like to express my concerns about the comparison of these two cities to Harrogate in that a) they have a completely different landscape, b) better weather conditions and c) a younger demographic. I feel that it is very misleading and again potentially dishonest to make comparisons between Harrogate and the two cities specifically referred to by the project team.</p>	<p>3 rounds of consultation have been carried out with opportunity for 1:1 discussion with project officers at 2 drop in events covering 6 days; these covered Saturdays also in the town centre.</p> <p>There are many similar projects throughout the UK, not just Amsterdam and Cambridge which were the pioneers and under the TCF DfT award live across 6 combined authority areas and 12 cities areas.</p>
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4. I object strongly to the implementation of a scheme that seeks to reduce the flow of traffic on the main A61 trunk road, from two lanes to one and which will inevitably cause huge congestion. These changes will encourage cars to use surrounding residential streets to attempt to avoid the gridlock and this cannot possibly meet town centre planning requirements!

5. The affect that this will have on the residential areas are primarily as follows:

a) It will no doubt limit how we, as residents, are able to come and go from our properties by vehicle necessary to carry out our day to day life.

To exit Mount Parade we will be forced to attempt to cross a bus lane into what will inevitably be queuing traffic, without the ability to 'nudge' out to obtain access. Furthermore, we will be required to then cross another bus lane and a cycle lane to access what is a very narrow street, i.e. Commercial Street, to enable us to do a 'loop' looking for a parking space in the area close to our homes. I believe that this will cause us to carry out unsafe manoeuvres and no doubt induce camera generated violation tickets whilst using the bus lane to access the main road.

b) There will be increased congestion as a result of larger vehicles getting 'stuck' in the narrow residential streets and the inevitable resulting build up of traffic. I believe also that this in turn will create a cause for on-street parking to be reconsidered in the future, which I have detailed below.

c) It will potentially lead to damage to our vehicles whilst parked on these narrow residential streets and being 'accessed' on a regular basis by larger vehicles.

d) It will create an unsafe environment for pedestrians and pets, i.e. local residents, walking their children to school/walking their dogs and generally going about the area by foot which we do on a daily basis. This will be due to increased traffic in the area and the potential for increased speed of vehicles, particularly on Cheltenham Crescent when it is changed to one way.

e) It will create a health hazard due to the increased vehicle exhaust emissions in this residential area and will cause stress due to the noise of additional traffic and the inevitable vibrations created by standing traffic, together with the general stress of being 'trapped'. This is a conservation area and many properties have sash windows which are a) not sound proofed and b) already rattle with the vibration of stationary vehicles.

I understand that an Environmental Impact Study has not been obtained, as the Council see "no need" and I strongly object to this decision and insist that if there is nothing to 'hide' that this be obtained and thoroughly examined prior to any scheme being approved.

f) NYCC state categorically in their letter of 18 October 2021 that "there are no plans to change the existing parking arrangements". This is false information and again a dishonest approach to the scheme.

Included in the scheme is a) the removal of what is already residents' parking spaces in Zone P2 on Cheltenham Parade, and b) the removal of on street parking on Station Parade and James Street. We already struggle in this area to be able to park near our homes and the additional pressure of reduced allocated residential spaces, together with the removal of on street parking on Lower Station Parade and James Street will only contribute towards more people seeking car parking spaces in our already overburdened residential area, both during the day and on an evening.

The intention is not to see reduced traffic flows on the A61 and modelling results indicate only a nominal journey time disbenefit of less than a minute which takes no account of any improvements to signals which will mitigate this by co-ordinating flow throughput better.

Cheltenham Parade bus lane has been removed from the proposals so exit from Mount Parade has been improved; access to Commercial St is unimpeded and improved as traffic will be in the offside lane given the inner lane under the proposal only enters the bus station so will be less busy.

There are no changes to the parking arrangements in Cheltenham Mount / Granville's / Mount Parade adjacent residential properties

Cheltenham Crescent is already one way.

An Environmental Impact Assessment (EIA) can be required by the Local Planning Authority (LPA) as set out in national planning policy. An EIA scoping request was submitted to the LPA and deemed not required. As part of the TCF scheme's approval process a business case is required, which includes an Economic Case.

Mount Parade is already resident or pay at machine on a first come basis, this will remain; given there is generous parking opportunity throughout the town centre there is unlikely to be new focused pressure on these p&d bays.

	<p>Furthermore it is our belief that there is no doubt whatsoever that more on street car parking spaces will be taken, possibly small numbers initially, but larger numbers will be inevitably necessary once it is discovered that certain route change proposals will no doubt necessitate this with the re-routing of larger vehicles through our narrow residential streets and ‘tight’ junctions.</p> <p>It is worth pointing out whilst writing, the unfairness of the current residential parking arrangements whereby Mount Parade, as a primarily residential street, is excluded from the opportunity to purchase visitors passes in line with surrounding streets in Zone N1. The reality of this is that we are a) never able to park a second vehicle for more than 3 hours (and being subject to full payment of current on street charges) and b) cannot have visitors for more than 3 hours at a time. This includes all Sundays and Bank Holidays such as Christmas Day and Easter Sunday, which is completely unacceptable. This has been the case, again without consolation, since the on street parking charges were extended to Sundays and Bank Holidays. I would like to formally request that the Zone P2 Residential Scheme is reconsidered, outside of these gateway plans, to enable residents to park their vehicles, together with their visitors, by way of the option to purchase visitors passes, in line with Zone N1.</p> <p>g) I also believe that the implications of this scheme in this residential area will most likely affect the future value of our properties in a negative direction which again is completely unacceptable.</p> <p>There are other issues that I have serious concerns relating to the scheme as a whole, which are as follows:</p> <ol style="list-style-type: none"> 1. The plans showing the redevelopment of One Arch are completely unrealistic. Concerns have been raised with the project team but no satisfactory answer has been provided. The primary concerns are a) the bridge leaks but any work to address this is apparently not possible within the scheme due to the bridge being owned by Network Rail and b) the dangers associated with the combination of pedestrians and cyclists in close proximity without any separation. Apparently the bridge is not wide enough to accommodate the safe passage of both walkers and cyclists and I fail to see therefore how it conforms to the planning requirements which are presumably required within the scheme. 2. I do not agree to the removal of the tree at the entrance to the One Arch and I am concerned to see no trees on the Odeon roundabout – are these to be removed or have they been left out, either accidentally or deliberately from the artist’s impressions. 3. I do not agree with James Street being pedestrianised. As a resident in central Harrogate, James Street is the ONLY safe street to walk down in the town centre at night. Both Oxford Street and Cambridge street appear to be a magnet for antisocial behaviour. It is interesting that I visit a Tesco Express in Horsforth on a regular basis and they do not apparently have the requirement for a security guard, but that a security guard is employed in the Harrogate Tesco Express on Cambridge Road, which is an area that runs between these two pedestrianised streets. <p>Furthermore, it would appear to be ‘no accident’ that the upmarket shops are mainly located on James Street and it is likely that if this pedestrianisation is implemented, that there would be a further loss of upmarket retail establishments in Harrogate, causing visitors to shop elsewhere. How can this be good for the economic viability of Harrogate?</p>	<p>There are no pipeline plans to change the highway regime beyond this project in this area, however post-delivery the project would be monitored to ensure outcomes are as forecast.</p> <p>Visitor parking arrangements can be considered in zone P2 under separate review.</p> <p>Trees on East Parade roundabout / entrance to One Arch are to remain.</p> <p>North Yorkshire Police have been consulted on the proposals</p> <p>Shops in James St will be enhanced by a more attractive setting conferred by the public realm proposals</p>
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4. I don't believe that acceptable consideration has been made with regards to deliveries to both the Victoria Centre, shops on Station Parade, behind Station Square, James Street (where pedestrianisation is intended) and Lower Station Parade. It has been suggested that a loading bay be included on the West Side of Lower Station Parade but this would cause a further loss of parking spaces for P2 Zone residents and again this would be unacceptable.

5. When speaking to the project team it has been emphasised to us that 15000 people responded to a survey apparently supporting this Gateway scheme in Harrogate. I would argue that as one of those 15000 people that voted, it had nothing to do with the Gateway scheme and had everything to do with a by-pass directly through the Nidderdale Way.

6. We have also asked for the possibility of trialling the scheme prior to approval but apparently this isn't possible due to the new scheme being subject to advanced technology in traffic light sequencing. Would it not be a good idea to look at the sequencing of traffic lights currently installed, which are seriously out of sync at the junctions of Parliament Street and Kings Road, Cheltenham Parade and Kings Road and Cheltenham Parade and Lower Station Parade (ever since the additional set of lights was installed, having worked perfectly well before!)

In essence, the result of implementing the proposed Gateway Scheme in its current format will actually achieve the exact opposite from what appears to be the general aim i.e.. of improving the centre of Harrogate for residents and tourists. It promotes a green agenda but the outcome will be the complete opposite with traffic congestion and the associated implications.

Expecting residents to take their families to school on a bike, doing their shopping on a bike or indeed carrying about their business requirements on a bike is completely unrealistic. Maybe we should be looking at financially supporting alternative funding to be able to improve the current town centre arrangements and maybe a bus to school scheme which would reduce short journey traffic which seems to be the general aim of Harrogate Borough Council and NYCC.

I hope that HBC and NYCC WILL listen to the residents of Harrogate and put an immediate halt to this Scheme.

The access requirements of Victoria Shopping Centre are reflected in the TROs.

17	All	<p>We herein state the grounds for our objections to the proposed One Way Traffic Order North Yorkshire County Council is proposing to change the road space along Station Parade.</p> <p>Occupying Unit 1, Bower House for over 12 years, we are a specialist independent businesses that adds to Harrogate’s appeal as a tourist destination, provides employment and a unique service to local people. Building a successful trade with Harrogate residents and local businesses alike.</p> <p>We sell party supplies and balloon décor. Over 55% of our trade is balloon décor. The majority of this décor is collected by our customers and due to the nature of the product it is necessary for them to park close by.</p> <p>We provide a bouquet delivery service Monday – Saturday, with a morning slot and a late afternoon slot. We also work with corporate companies both local and those visiting the conference centre etc to provide large scale décor and balloon backdrops. In fact we provided balloon décor for NYCC only this month for an event to celebrate taking over HBC. All of this work requires us to pull our delivery vehicles in as close as possible for loading on a regular basis.</p> <p>We are one of many independent businesses along Station Parade whose clientele need to park close, whether that reason be convenience, to ease collection of unwieldy items, they are elderly, infirm or disabled and need easy access.</p> <p>We have set up business in this street and signed a lengthy lease because this street offers that option for our customers.</p> <p>The supplies needed for our business are delivered on a regular basis by many different suppliers. Some goods are palletised, other commodities such as our gas cylinders are delivered via lorries using specialist lifting and handling equipment.</p> <p>Our business is not alone in receiving deliveries and if you view your plans you can confirm that none of the businesses on the east side of Lower Station Parade have rear access. Leaving us with no other option for unloading and loading than the street.</p> <p>NYCC plans show that you intend to do away with all parking spaces (approx. 11) on the east side and replace it with a cycle lane and a bus lane giving us no opportunity to access our premises for loading, unloading or maintenance at any time.</p> <p>The plans also show that the parking on the west side (approx. 12 parking spaces) will be reduced to 3 car parking spaces, 1 disabled space and 2 spaces for loading only.</p> <p>These spaces might just about satisfy our business on a quiet day but what about our business neighbours?</p> <p>You state your reasons for making the order: ‘To manage vehicular traffic in order to discourage vehicle movements that could otherwise compromise road safety and cause congestion’</p> <p>Having studied the number and frequency of buses passing by our store we would first question the need for a bus lane at all. If your response is that more buses will be directed via this route once the changes are made then I would argue strongly, you alone are <i>compromising road safety</i> by forcing customers (carrying large bags of balloons buffeted in the wind, impeding</p>	<p>Currently loading is on double yellow lines, with no dedicated loading bay.</p> <p>Proposed loading bay adjacent on western side of road, consideration to be given to loading on yellow lines as per current arrangement on eastern side.</p> <p>The reliance upon 6800 spaces throughout the town centre would be to the fore as opposed directly in the immediate vicinity.</p> <p>The bus lane provides front of queue access to the traffic lights at bus station entrance promoting public transport use and efficiency, frequency</p>
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<p>vision), staff and delivery drivers (hauling pallets or wheeling heavy gas cylinders) to cross a busy bus lane and dodge cyclists to access us on the east side of the street.</p> <p>As for congestion; Lower Station Parade rarely sees any. The occurrence is low and only caused by exceptional circumstances such as roadworks, utility servicing etc.</p> <p>On the safety issue, we note that the cycle lane is 2 way and adjacent to the Bus Lane. How are cyclists to traverse the road at the junction of Bower Road safely when drivers are expecting all the traffic to be travelling one-way? It's an accident waiting to happen!</p> <p>And with the new laws passed in favour of a cyclist's right of way. Should we need cycle lanes?</p> <p>We predict as a result of these changes, our business and many other independent businesses on our street will face huge drops in revenue because it is no longer convenient for our customers to patronise our services.</p> <p>The result will be, local people out of jobs, a ghost street, more empty shops, less reason for local residents to shop locally, and more reason for them to get in their cars and drive to Leeds and York. Will this solve the pollution issue or just push it onto someone else's doorstep?</p> <p>I personally voiced my concerns, regarding vehicle access, at a Chamber of Commerce meeting earlier this year. The representatives of NYCC admitted my concerns were valid and that 'I was on their list of people to consult'. However, it appears these valid concerns have not been listened to and I did not get consulted. In fact, I'm not sure anyone on our street has been consulted or the views in general of the businesses and public listened to.</p> <p>Taken from your Consultations Analysis Report June 2021, Zone One Station Parade</p> <ul style="list-style-type: none"> • 49.1% chose the One-Lane Option, 26.7% chose the Two-Lane Option, and 24.2% chose neither of these options • For those who selected the One-Lane Option, the highest motivating factors are that it will improve the look and feel of the town centre (382), it will make it safer for walking (368) and for cycling (362) • For those who selected the Two-Lane Option, the highest motivating factors are that it would improve traffic flow and reduce congestion (147), it will benefit local businesses and residents (94), and it will improve the look and feel of the town centre (77) • For those who chose neither of the options, the highest motivating factors are concerns over traffic flow and congestion (190), also that both options would be bad for local businesses and residents (165), and neither option will persuade fewer people to travel by car, so the air quality will not improve (160) <p>Northern section of Station Parade – make one-way (southbound) for vehicles and remove some on street parking to create safe space for cycling</p> <ul style="list-style-type: none"> • 38.5% of respondents feel very positive, 15.1% feel positive, 9.1% feel negative and 29.3% of respondents feel very negative – removal of car parking can be an emotive subject particularly for people who feel they may be losing something, which may explain this high 'very negative' score (7.3% are neutral) • Despite the overall positive response, there were some answers that were motivated by a higher number of negative reasons than positive reasons. These include: o it would be worse for taxis and their passengers 	<p>of bus service remains the same.</p> <p>Addressed by design.</p> <p>Cycle standard LTN1/20 seeks segregated cycle amenity as well as updates to highway code.</p> <p>Personal consultation can be arranged to consider business circumstance; note a member of the project team did visit the shop, but the Manager was not present and an invitation to subsequently meet was availed.</p>
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	<p>(146) than better (105) o more respondents think the proposal would not improve traffic flow and congestion (296) compared to those who think it would improve traffic flow and congestion (188) o more people believe it would make loading and deliveries more difficult (214) than make it more convenient (64) • The most common open-text responses show there are concerns about congestion (14) and that the changes will discourage visitors (11)</p> <p>You quite blatantly have twisted the results in your favour (of a poorly publicised consultation), where those people uncertain about the choice of one lane or two lanes have given their reasons for being unsure, they state concerns over congestion, its effect on businesses and doubt over pollution reduction. Add these to the 2 lane voters and you have a majority against one-lane traffic.</p> <p>Also, the ‘negative reasons’ are patronizingly dismissed as ‘emotive’ because ‘people feel they may be maybe losing something’!</p> <p>Quite right! We feel we will be losing the business that we have worked hard at for 16 years. Never mind the actual changes, a year of roadworks will probably finish us off!</p> <p>We do not see any benefit or improvement to the town as a result of these road changes and we certainly do not feel that NYCC is acting for the best interest of Harrogate. The changes will only damage an already fragile retail economy and further destroy the heart of Harrogate and its community.</p>	
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18	All	<p>(HARROGATE, BURN BRIDGE, PANNAL AND KNARESBOROUGH) (ONE-WAY TRAFFIC) (VARIOUS ROADS, HARROGATE) ORDER 2023 (PROHIBITION OF DRIVING EXCEPT FOR ACCESS) (JAMES STREET, HARROGATE) NO.2 ORDER 2023 (PROHIBITION OF DRIVING EXCEPT FOR ACCESS) (VARIOUS ROADS, HARROGATE) ORDER 2023 (PROHIBITION OF DRIVING EXCEPT FOR ACCESS) (JAMES STREET, HARROGATE) ORDER 2023 NORTH YORKSHIRE COUNCIL (STATION PARADE) BUS LANE ORDER 2023 (HARROGATE, KNARESBOROUGH, PANNAL AND BURN BRIDGE) (PARKING AND WAITING) (NO 50) ORDER 2023 (HARROGATE TRANSFORMING CITIES FUND) (TRAFFIC REGULATION) (REVOCATION) ORDER 2023</p> <p>I wish to object to the above orders. My grounds for objection are as follows: -</p> <p>1) The orders would be likely to increase congestion.</p> <p>Rather than meeting the objectives set out in the statement of reasons of “avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising”, or “facilitating the passage on the road or any other road of any class of traffic”, the proposals are more likely to increase congestion and reduce safety.</p> <p>The approach to the junction of Lower Station Parade with Station Parade along Cheltenham Parade has two lanes of traffic. It appears that the proposals will involve reducing Station Parade to one lane for much of its length. If that is the case the proposals will require these two lanes of traffic to negotiate both the traffic signals and a tight right turn and then to merge into one lane within a short distance. I do not consider that this would be safe, and is likely to add to the congestion already evident at this junction. This is contrary to the stated objectives of facilitating the passage on the road or any other road of any class of traffic.</p> <p>This congestion is further exacerbated by the fact that the junction signals and the adjacent pedestrian signalised crossing are not linked. Traffic Signs Manual Traffic Control Chapter 6 states that where a crossing is proposed close to a signal junction (within about 100 m), consideration should be given to linking the operation of the crossing to that of the junction. I take it that this has not been done. however, such linking would go some way towards reducing this congestion. It would also go some way towards achieving the objectives of the scheme, namely “facilitating the passage on the road or any other road of any class of traffic (including pedestrians)”.</p> <p>A length of disabled parking spaces is proposed along Station Parade at the point where the width would reduce. This would add to the problems outlined above as vehicles manoeuvring into these spaces would hold up traffic on Station Parade, inevitably adding to congestion.</p> <p>2) The orders do not provide for northbound cycling. The orders provide for Lower Station Parade to be made one-way southbound, in line with the current status for Station Parade. However, the plans indicate that there is intended to be a two-way cycle lane along these two roads. It is my understanding that this requires including in the TRO for the movement to be legal and without such, using the northbound cycle track would not be legal.</p> <p>3) The orders do not provide a safe route for cyclists.</p>	<p>One lane in Cheltenham Parade would run into the bus station, while the out lane would continue into the single lane in Station Parade.</p> <p>Under the proposal the Pelicans and signal junctions would be linked to overcome the unco-ordinated existing situation.</p> <p>The neighbouring cycle track is independent from the adjacent vehicular carriageway, cyclists are exempt from the one way order so can travel northbound in the cycle track.</p> <p>Proximity of cycle way to be highlighted by coloured surfacing and side entrance /</p>
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The proposed cycle routes cross a number of side roads and accesses including the exit from the bus station; access to the car park adjacent to the bus station; the railway station car park entrance and exit. All of these would require vehicles to cross 2 lanes of cycleways. I do not consider this to be safe. In particular the station entrance, which is well used, would mean left turning traffic conflicting with southbound cyclists travelling in the same direction, but located some distance away, and possibly concealed by any taxi waiting in the adjacent proposed taxi rank. The exit from the station would require vehicles to negotiate two cycle lanes whilst trying to merge into the traffic. Visibility coming out of the station is not good, drivers will have little time to give way to cyclists and will have to block the cycle lanes whilst waiting to join Station Parade.

4) The orders do not provide a safe, contiguous route for cyclists. The cycle route from Bower Road to Victoria Avenue is discontinuous at the junction of Lower Station Parade and Station Parade/Cheltenham Parade, and at Station Bridge; for northbound cyclists it involves crossing from one side to the other at the pedestrian crossing. It is not clear how these junctions are to be negotiated by bicycle. This seems to be contrary to the principles set out in Local Transport Note 1/20, which advocates that routes should be planned holistically as part of a network and states that isolated stretches of provision are of little value. It goes on to say that cycle networks should be planned and designed to allow people to reach their day-to-day destinations easily, along routes that connect, are simple to navigate. It is difficult to see how the proposals would meet this guidance. It is not clear how the route is to be accessed safely at each end, the junctions at both Bower Road and Victoria Avenue are not the easiest or safest to negotiate by bicycle.

5) The orders will reduce parking spaces in Harrogate
 The proposed closure at James Street will result in a significant loss of car parking in a well-used popular shopping street. Whilst I can understand the desire to reduce reliance on motorised transport, one has to be realistic. Harrogate, unlike say Cambridge, is a hilly town surrounded by hilly countryside. All the approaches are hilly, so it is likely that only the fittest and more determined cyclists would wish to come to Harrogate. It is not likely to attract the casual shopper, even from within the town. I do not consider that it is in town's interest to unnecessarily deter motorists from coming to shop.
 For the above reasons I do not consider that these Orders should be made.

exit only mirror conditions on any highway network, accepting there may be times when waiting vehicles may block the cycleway.

Part of an overall vision for Harrogate town as set out in the draft LCWIP
 The design will examine this interface, however there is also provision within LTN 1/20 to be 70% compliant to standard, nevertheless a safe design will be promoted.

There is generous parking within Harrogate town centre. The scheme retains the same amount of blue badge parking.
 There are 6800 bays available throughout the town centre and the proposals seek to reduce by only 0.58% which is unlikely to negatively affect visitor attraction.

19	Granville Road/Town Centre	<p>I write in objection to the entirety of this scheme including Traffic Regulation Orders, as a Harrogate Town Centre resident and part of the Granville Road Area Residents Group.</p> <p>I received an 'Official notification' with regards to the Road Traffic Orders on the 9.3.23. Within this notification it mentions a copy of the draft Order, together with the map showing the roads affected and a statement of the Council's reasons for proposing to make the Order may be inspected at several places -Harrogate Borough Council Offices, Civic centre etc.</p> <p>As town centre residents this scheme in its whole entirety is going to have a negative impact on our daily lives, not to mention many of whom run small businesses in and around the town.</p> <p>All of the Town Centre Residents are once again up in arms regarding the announcement of Road Traffic Orders for the Harrogate Station Gateway Project, last week.</p> <p>Having raised concerns over the past 18 months by each person writing into object to every single Councillor involved in the scheme and democratically voting against it. The results of the last three consultations results show that the people of Harrogate Town and Granville Road Area Residents Group are not in favour of this Scheme going ahead.</p> <p>They have received an 'Official Notification' to raise their concerns again, about this scheme, along with any other residents in Harrogate.</p> <p>However, the local Granville Road Area Residents have concerns on many levels about the whole scheme in its entirety including the construction works and access to their homes during this. Many of the Town Centre Residents also run small businesses and need to access local roads.</p> <p>They feel democracy is failing them in this 'Consultation Process' after already voting against this Gateway Scheme, in the last three Consultations. Results have shown over 56% of the whole of Harrogate town have voted against the Harrogate Gateway Scheme.</p> <p>They have now another opportunity to raise their concerns and vote democratically against it...but who is listening and taking notice of these results!!</p> <p>Please could you expand on the last paragraph of this 'Official Notification' which quotes-</p> <p>' The Council is required to consult those either directly affected by the proposals or who may have an interest'</p> <p>With reference to the above quote and with reflection on the last three Consultations, which have clearly gone against the scheme, please could you explain-</p> <p>1. Why you are doing a fourth Consultation?</p> <p>2. Why you have not fully acknowledged the views and the results of the majority in the last three consultations?</p> <p>3. If there is a 'Democratic process to follow' ?</p> <p>4. If there is an official process such as 'a Lawful Planning Procedure for this Gateway Consultation' and why is it not been adhered to?</p>	<p>The most recent public consultation indicated a balanced mix of positive / negative feedback.</p> <p>Round 3 consultation resulted in 46% negative feedback, an improvement on the round 2 figure of 56% indicting increased support.</p> <p>The statutory TRO process requires this</p> <p>The latest consultation is part of the statutory TRO process and all decision making is in accordance with the Council's Constitution. Views have been carefully considered and addressed in the proposals where possible.</p>
20	All	<p>We write with reference to the proposed changes to the road network in Harrogate Town Centre.</p>	<p>There are 4000 on street public parking bays and 2800</p>

		<p>We wish to object most strongly to these proposals, as the loss of parking spaces near our premises will result in huge difficulties to our business and our clients.</p> <p>It is completely impractical for clients to park in one of the multi-storey car parks, when they only need to visit for short duration periods.</p> <p>For these reasons and others, we strongly object to the proposals,</p>	<p>off street including the multi - storey across the town which is generous for a town of Harrogate's size.</p>
21	All	<p>We write with reference to the proposed changes to the road network in Harrogate Town Centre, particularly lower Station Parade and the Odeon Cinema modifications.</p> <p>We wish to object most strongly to these proposals, as the loss of parking spaces near our premises will result in huge difficulties to our business and our clients.</p> <p>It is completely impractical for clients and deliveries to park in one of the multi-storey car parks, when they only need to visit for short duration periods. We also believe that visitors will be discouraged to visit the town, thus affecting many businesses in the locale.</p> <p>For these reasons, we strongly object to the proposals</p>	<p>There are 4000 on street public parking bays and 2800 off street including the multi - storey across the town which is generous for a town if Harrogate's size.</p>
22	All	<p>Dear Sir-Madam,</p> <p>I write to you on behalf of Independent Harrogate (161 businesses) and from ourselves.</p> <p>We have already registered ,several times, the opposition to the Station Gateway Scheme which we are vehemently against because we believe it will do great harm to the wellbeing of businesses in the town.</p> <p>Harrogate's High Street like the majority of towns and cities across the country are struggling after the impact of COVID Brexit and On-Line competition and to turn Harrogate into a building site for over a year will be hugely damaging to the town's businesses.</p> <p>The scheme itself is flawed and from the beginning you have never fully engaged with the various business groups and seriously considered their ideas.</p> <p>Whilst we applaud the idea of encouraging people to cycle or walk more and get out of cars to ease congestion and reduce pollution the present scheme will not achieve that aim.</p> <p>You have only to observe the rush hour traffic on the roads leading into the town to realise this scheme will fail miserably! It's not the centre of the town that's the problem it's access to the town where solutions need to be found.</p> <p>This is the wrong time and the wrong scheme to inflict on Harrogate - here is a clear majority that don't want it.</p>	<p>Round 3 consultation resulted in 46% negative feedback, an improvement on the round 2 figure of 56% indicting increased support.</p>

23	All	<p>Objections to the Traffic Notices ORDER 2023 NOTICE published on Thursday 9th March 2023</p> <p>I wish to place on record my objections to all of these Traffic Notices as this Order will disrupt the whole town, affecting both residents and businesses, and also go against the democratic majority view of people in Harrogate. The latest consultation process undertaken by NYCC returned a NO response from those who responded.</p> <p>Therefore this order and publication of these Notices is ignoring the will of the people and I wish to place on record that I object most strongly to that and to the whole Harrogate Gateway proposal.</p> <p>Please take this as my objection to all of the above .</p>	<p>Round 3 consultation resulted in 46% negative feedback, an improvement on the round 2 figure of 56% indicating increased support.</p>
24	All	<p>Objections to the Traffic Notices ORDER 2023 NOTICE published on Thursday 9th March 2023</p> <p>As someone born and brought up in Harrogate and who lives and works here I object most strongly to these all of these Traffic Notices as this Order will disrupt the whole town. What is proposed will affect both residents and businesses, and will also go against the democratic majority vote of people in Harrogate. After several consultations undertaken by NYCC Harrogate people returned a NO response to the Harrogate Gateway proposal.</p> <p>Publication of this Order and these Notices is ignoring the will of the people and I wish to place on record that I object to all of these traffic orders and to the whole Harrogate Gateway proposal.</p> <p>Please take this as my objection to all of the above</p>	<p>Round 3 consultation resulted in 46% negative feedback, an improvement on the round 2 figure of 56% indicating increased support.</p>
25	All	<p>Note correspondence identical to item 23 therefore draft not repeated in report</p>	<p>See response to item 23</p>
26	All	<p>Note correspondence identical to item 23 therefore draft not repeated in report</p>	<p>See response to item 23</p>
27	All	<p>Traffic Notices ORDER 2023 NOTICE published on Thursday 9th March 2023</p> <p>Having seen these Traffic Notices in the Harrogate Advertiser on Thursday 9th March 2023 I am writing to tell you of my objection to them all.</p> <p>These notices, and the underlying Harrogate Gateway scheme which they support, and which they have been published in preparation for, has been rejected by mandate of the people of Harrogate. More than one</p>	<p>Round 3 consultation resulted in 46% negative feedback, an improvement on the round 2</p>

		<p>consultation has been undertaken and, it seems, the outcome thereof ignored. Harrogate voted NO to these proposals and there is no democratic reason why their views should not be upheld.</p> <p>This scheme will be extremely detrimental to Harrogate and both commercial and private life and livelihoods</p> <p>As an individual and a business owner in Harrogate I therefore wish you to acknowledge my objections to all of the above mentioned Traffic Notices in the Order 2023.</p>	figure of 56% indicting increased support.
28	All	<p>I am a young man who lives and works in Harrogate and I wish to place on record that I object very strongly to these all of these Traffic Notices as this Order will create chaos and more congestion throughout Harrogate. These traffic orders and the whole Harrogate Gateway plans will have a massive disruptive effect on both residents and businesses. There have also been several consultations about this and the people of Harrogate were asked for their opinion. They answered NO to this scheme. Therefore these Traffic Orders should not be going ahead as the Gateway scheme should not be going ahead. I object to them all. and will also go against the democratic majority vote of people in Harrogate. After several consultations undertaken by NYCC Harrogate people returned a NO response to the Harrogate Gateway proposal.</p> <p>Publishing this Order and these Notices seems to be ignoring the democratic decision of Harrogate people and I wish to object to all of these Traffic Orders as well as to the whole Harrogate Gateway proposal.</p> <p>Please note my objection to all of the above</p>	Round 3 consultation resulted in 46% negative feedback, an improvement on the round 2 figure of 56% indicting increased support.
29	All	I formally wish to put in an objection to proposed plans of road, parking changes proposed by the Harrogate council.	Acknowledged as a general objection
30	All	<p>I'd like to place my objections to your Gateway scheme in Harrogate town centre. I live in Harrogate, near Kings road and I am very concerned that accessing the town centre will be difficult. I am a volunteer helping to run a Church in the town centre and I regularly have to drive up Station Parade, and I just simply don't have the time to walk there each time (20 mins on foot). I am also concerned this will affect our congregation, thus affecting the support we give to people in need.</p> <p>I am horrified to have found out about this scheme by bumping into an old friend who lives in the town centre. Surely all local residents should be informed?</p> <p>Please can you confirm that you are officially registering my objection and keep me up to date with your plans</p>	<p>Station Parade will still be available to vehicular traffic, aided by better signal co-ordination.</p> <p>There have been 3 well publicised consultation events in the last 2 years.</p>
31	All	<p>I object to the traffic notices posted and the gateway project in general</p> <p>It seems that again the vocal minority in pressure groups and in council tenure has overcome the majority of Harrogate residents and that the old/new council - authority is carrying on blindly with plans which will dramatically and negatively affect both the character and enjoyment of Harrogate for residents and visitors alike due to a lack of vision.</p> <p>The obsession of pedestrianisation to facilitate greater visitors is a fallacy. I have yet to see detailed survey data of existing users of Gateway affected areas to quantify the current profile and thereby quantify the ultimate result. Anecdotal arguments continue to hold sway over real data. Recent investments in cycle paths in Harrogate were ill conceived, poorly implemented and are now not surprisingly under used. Yet there is no acceptance of this as a failure and plans continue at speed.</p>	<p>Round 3 consultation resulted in 46% negative feedback, an improvement on the round 2 figure of 56% indicting increased support.</p> <p>A more attractive town centre is intended to attract more visitors.</p>

		<p>At a time of a severe strain on funding generally and specifically adult and child social services I suggest time, energy and expenditure would be better used elsewhere rather than disruption of Harrogate and an increased concrete wasteland. The current town centre pedestrianisation has grown to be an anti social Mecca with areas being avoided rather than visited and the proposed plans will only extend this negative space.</p> <p>In addition it's extremely suspicious that the traffic light system into Harrogate appears to have been rephrased , the result being greater congestion now. Is this to rephrase later to generate a false success for these works?</p> <p>Finally Miles of pathways, miles of roads are poorly maintained around the Harrogate area - yet it is seen to be more important to construct traffic flow to try dissuade visitors from using cars and there-by make it more difficult to visit and burden them with fewer parking spaces at increased prices. If you want to encourage people to walk into Harrogate , then I suggest you repair the pathways outside of the town centre first.</p> <p>The concrete landscape that is at the heart of the gateway project and these works in general will be a failure as the creators do not grasp the reality of the current business climate and the unique character of the town. Rather than focus and develop its significant attractions a sixties mentality of urban planning is being forced upon a town packed with Edwardian/Victorian character. The result will be a dilution of Harrogate's unique attractions, fewer business, fewer visitors, an increasingly angry residential base and more concrete.</p> <p>It's time that someone who has the authority and character to stop this does , before it's too late.</p>	<p>No increased parking charges planned under TCF</p> <p>The new public realm will use high quality materials and increase the towns aesthetic appeal</p>
32	All	<p>We herein state the grounds for our objections to the proposed One Way Traffic Order North Yorkshire County Council is proposing to change the road space along Station Parade.</p> <p>We occupy Unit 2, Bower House. We are one of Harrogate's many independent businesses that add to Harrogate's appeal as a tourist destination and provide employment to local people. We have built up a successful trade with Harrogate residents.</p> <p>We are just one of many independent businesses along Station Parade whose clientele need to park close, whether that reason is for convenience or they are elderly, infirm or disabled and need easy access.</p> <p>We choose to set up business on this street and signed a lengthy lease because this street offers that option for our customers.</p> <p>We do not have rear access to our property. We can only load and unload supplier deliveries from the street.</p> <p>NYCC plans show that you intend to do away with all parking spaces on the east side and replace them with a cycle lane and a bus lane.</p> <p>This gives up no opportunity to access our premises for loading, unloading or maintenance at any time.</p> <p>The plans also show that the parking on the west side will be reduced to 3 car parking spaces, 1 disabled space and 2 spaces for loading only.</p>	See response to comment 17

		<p>This is not enough parking spaces to service the needs of the businesses on the street.</p> <p>You state your reasons for making the order: 'To manage vehicular traffic in order to discourage vehicle movements that could otherwise compromise road safety and cause congestion'</p> <p>The number of buses passing by our store is low and we question the need for a bus lane at all! If the changes mean more buses will be directed via this route once completed, then we would argue, you are the ones <i>compromising road safety</i> by forcing customers, staff and delivery drivers to cross a busy bus lane and dodge cyclists to access vehicles on the west side of the street.</p> <p>As for congestion, Lower Station Parade rarely sees any. The occurrence is low and only caused by exceptional circumstances such as roadworks, utility servicing etc.</p> <p>On the safety issue, we note that the cycle lane is 2 way and adjacent to the Bus Lane. How are cyclists to traverse the road at the junction of Bower Road safely when drivers are expecting all the traffic to be travelling one-way? It's an accident waiting to happen!</p> <p>We predict, as a result of these changes, our business and many other independent businesses on our street will face huge drops in revenue because it is no longer convenient to patronise our services.</p> <p>Resulting in, local people being out of jobs, a ghost street, more empty shops, less reason for local residents to shop locally, more reason for them to get in their cars and drive to Leeds and York.</p> <p>The concerns that were voiced at a Chamber of Commerce meeting earlier this year by our business neighbours have not been listened to and we have not been consulted.</p> <p>We do not see any benefit or improvement to the town as a result of these road changes and we certainly do not feel that NYCC is acting in the best interest of Harrogate.</p>	
33	All	<p>With regards to the proposed changes to the various road alterations around the Harrogate area particularly lower Station Parade that will seriously affect my business and the other neighbouring businesses. I wish to strongly oppose these proposals.</p> <p>My retail footwear business has been there for many years and relies on the parking outside the premises. The vast majority of my customers are elderly and need access not only to my business but the town centre in general.</p> <p>The removal of the majority of the parking spaces would be a disaster. Therefore I am voting against the proposal and would hope that the funding will be spent more wisely. Maybe repairing the worn out major roads.</p>	<p>Access is retained, with 99.42% of parking stock retained including extensive blue badge parking in Station Parade.</p>
34	All	<p>Temporary Prohibition of Traffic, North York's Council (Harrogate, Knaresborough, Pannal and Burn Bridge (Parking and Waiting Order (No 50) Order 2023 etc)</p> <p>1) I wish to object to the proposals outlined in Schedules 1-8 and 25 On the grounds that the proposals stop the visitors and citizens of the above Towns and Suburbs access to the shops, banks and other necessary institutions, to go about their lawful business by car by prohibiting them</p>	<p>Generous parking opportunity remains throughout the town; a vehicle free environment on high-quality designed shopping streets is a</p>

		<p>from driving along or parking on the roads mentioned, between the hours of 10.30 am and 4.00 pm on any day.</p> <p>2) (Harrogate Transforming Cities Fund Traffic Regulation) (Revocation) Order 2023 This Act should be Revoked/Squashed/Annulled/Erased and the Transforming Cities Fund i.e. The Gateway Project cancelled on the grounds that it was never voted for or approved by the majority of the respondents to the consultations.</p>	<p>precursor to improved trading opportunities and footfall increase.</p> <p>Round 3 consultation resulted in 46% negative feedback, an improvement on the round 2 figure of 56% indicating increased support.</p>
35	All	<p>Although I believe the whole project will prove significantly detrimental to an already fast declining town and NYCC seem determined to dismiss the strong opposition from both Harrogate business and public, I do have a specific area of concern:</p> <p>The left hand turning from Cheltenham Parade into Commercial Street, which is in constant use, will demand vehicles turn across a designated bus lane. There is parking along the length of Commercial Street which, exacerbated by its narrowness, can cause queuing traffic on Cheltenham Parade. This holds up traffic turning onto Station Parade and with your proposal that this will be single lane will bring it to a standstill. Additionally, at the moment, large delivery vehicles park in the left hand lane of Cheltenham Mount just before the turning onto Commercial Street. If this cannot continue because of the designated bus lane these vehicles will park and unload on Commercial Street. The consequences are obvious.</p>	<p>The proposals do not contain a bus lane in Cheltenham Parade now; access to Commercial St will remain as existing.</p>
36	All	<p>We act on behalf of [REDACTED] and [REDACTED] who are proprietors of a number of commercial premises in central Harrogate and we confirm that we have previously submitted objections to the Harrogate Station Gateway Transforming Cities Fund (TCF) scheme on their behalf, 23 August 2022 (copy attached). These objections should also be taken into account when considering whether the TROs are to be approved.</p> <p>The Council is currently undertaking a statutory consultation process to seek views on the following proposed Traffic Regulation Orders (TROs):</p> <ul style="list-style-type: none"> • North Yorkshire Council (Prohibition Of Driving Except For Access) (James Street, Harrogate) Order 2023 • North Yorkshire Council (Prohibition Of Driving Except For Access) (James Street, Harrogate) No.2 Order 2023 • North Yorkshire Council (Prohibition Of Driving Except For Access) (Various Roads, Harrogate) Order 2023 • North Yorkshire Council (Harrogate Transforming Cities Fund) (Traffic regulation) (Revocation) Order 2023 • North Yorkshire Council (Harrogate, Burn Bridge, Pannal and Knaresborough) (One-Way Traffic) (Various Roads, Harrogate) Order 2023 • North Yorkshire County Council (Station Parade) Bus Lane Order 2023 • North Yorkshire County Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No.50) Order 2023 <p>As stated above, our clients have previously objected in principle to the TCF and they now wish to object to the above TROs which seek to implement that scheme.</p> <p>1. <u>Grounds of Objection</u> Evidential Basis for Scheme</p> <p>1.1 As stated above, we have previously commented upon the scheme being promoted under the TCF (see attached objection dated 23 August 2022). These objections should be taken into account.</p> <p>2. <u>Procedural Issues – Defective Consultation</u></p>	<p>Previous objections noted.</p> <p>Copy of 23 Aug 22 correspondence attached to Appendix H</p> <p>See correspondence attached in Appendix H</p> <p>The proposal is clear when looking at the plan together</p>

<p>2.1 Drawing No 70089085-WSP-TCFHGJS-DR-PW-30025 Rev P01 purports to show the existing parking bays including loading bays, disabled parking bays and taxi stands that will be lost as a consequence of the proposals on James Street. However, there are errors on the drawing in relation to the positioning of existing bays that will be lost as a consequence of the scheme, and also ambiguity in relation to whether existing bays will be retained or lost as a consequence of the scheme e.g. it is unclear whether the existing Loading Bay on the south side of James Street between Station Square and Station Parade will be retained or lost as part of the scheme. The consultation is therefore defective because of this lack of clarity.</p> <p>3. <u>Pedestrianisation of James Street</u></p> <p>3.1 As noted in the previous objection (23 August 2022) the pedestrianisation of James Street is peripheral to the main scheme. Currently James Street offers an alternative route to the one-way town centre gyratory for those shoppers wishing to avoid circumnavigating the full extent of the town centre gyratory. It's closure will clearly therefore result in more traffic rather than less traffic using the gyratory and will also result in more traffic using Princes Street and Prices Square before emerging onto Victoria Avenue. Consequently, it has not been evidenced that air quality will be improved. This will also prevent taxis using James Street and disabled drivers, the importance of which is a matter which has not been taken into account.</p> <p>4. <u>Loss of Parking Spaces, Disabled Parking Spaces and Taxi Stand on James Street</u></p> <p>4.1 The Statement of reasons for the introduction of the prohibition of driving on James Street indicates that the scheme will prevent parking and waiting in areas that would compromise road safety or adversely or detrimentally affect traffic management and will restrict vehicular traffic to improve pedestrian safety and protect vulnerable road users.</p> <p>4.2 However, the introduction of the orders on James Street would result in the loss of considerable lengths of very well used on street parking bays which provide facilities for general parking, for disabled users, a taxi stand and of course for loading and unloading. This would be significantly detrimental to the amenities of those using James Street. There would also be a considerable inconvenience for taxis with the loss of the taxi stand and for disabled users with the loss of two stretches of disabled parking.</p> <p>4.3 Indeed even the parking zone James Street to the west of Princes Street is being reduced in length due to the provision of a new build out to deter vehicles from continuing along James Street when the pedestrianisation is in force.</p> <p>4.4 Drawing No 70089085-WSP-TCFHGJS-DR-PW-30025 Rev P01 shows the existing parking bays including loading bays, disabled parking bays and taxi stands that will be lost as a consequence of on street parking that will result on James Street as part of the introduction of this scheme.</p> <p>4.5 On street observations have revealed that the on street parking is well utilised and no attempt appears to have been made to compensate for this loss of on street parking elsewhere in the scheme. The loss of on street parking proposed by the scheme will clearly have a significant impact on the trading arrangements for the retailers on James Street and will have a detrimental impact on their viability.</p> <p>5. <u>Loss of Loading Bays</u></p> <p>5.1 Loading in particular would be adversely affected as current the premises fronting James Street have 24 hour a day 7 days a week</p>	<p>with drawing No. 70089085-WSP-TCFHGJS-DR-PW-30022</p> <p>The proposals are evident when considering all the TRO documents in the round</p> <p>The current loadings bays are proposed to be removed and reconfigured. This is shown in drawing No 8 70089085-WSP-TCFHGJS-DR-PW-30022.</p> <p>The traffic modelling information provided for public consultations indicated that that there would be acceptable levels of traffic across the town, including James Street and its connections. Air quality information was also provided and indicated that levels would remain acceptable. The modelling for these did not include modal shift so are viewed as robust.</p> <p>The town centre has over 6800 parking places so the loss presented in TRO of 40 bays are only nominal which the town can absorb. The blue badge parking on Princes Street at the junction with James Street remains.</p> <p>It is proposed to replace the taxi bays lost to the west side of the town centre recognising that this is where there is demand.</p> <p>By a single bay only.</p> <p>There are 4000 on street public parking bays and 2800 off street including the multi - storey across the town which is generous for a town of Harrogate's size. While on street parking is proposed to be removed in James St 99.42% of stock remains across the town.</p>
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		<p>access for loading and unloading from within designated bays provided along the street, and this will be limited to after 4.00pm and before 10.30am following the introduction of the scheme, with loading permitted from one short single designated loading bay located midway along James Street on its northern side.</p> <p>5.2 Based on Drawing No 70089085-WSP-TCFHGJS-DR-PW-30023 Rev P01 the whole of James Street will be served via a single Loading Bay located on the north side of James Street midway between its junctions with Princes Street and Station Square. This Loading Bay will be the only loading facility on James Street and will have to accommodate all servicing traffic from the retail units fronting the street, on both sides, between the hours of 4.00pm and 10.30am. We have seen no evidence of the likely estimate of the demand for servicing space for vehicles associated with the businesses on James Street and therefore no evidence that the proposed Loading Bay offers a sufficient level of provision. The order does not therefore secure and maintain reasonable access to these premises.</p> <p>6. <u>Enforceability of James Street Restrictions – Road Safety</u></p> <p>6.1 As a further point in relation to the James Street Prohibition of Driving it is unclear how the restrictions will be enforced at the junction between James Street and Princes Street the suggestion being that it will be through the provision of signage and a build out only. Such restrictions are open to abuse and the concern is that vehicles will continue to use James Street between 10.30am and 4.00pm which could result in road safety issues for pedestrians utilising the street, who will believe they are using a pedestrianised street.</p> <p>7. <u>Evidence of the adequacy of the Loading Bays provided on Station Parade between Cheltenham Parade and Bower Road</u></p> <p>7.1 Although not directly impacting on James Street a similar observation can be made in relation to loading and unloading on the northern section of Station Parade. Based on Drawing No 70089085-WSP-TCFHGJS-DR-PW-20021 Rev P01 the section of Station Parade between Bower Road and Cheltenham Parade will be served via two relatively small Loading Bays located on the west side of Station Parade. Currently parking available on both sides of this section of Station Parade along virtually its whole length between Bower Road and Cheltenham Parade. The proposed Loading bays will be the only loading facilities on Station Parade and will have to accommodate all servicing traffic from the retail units fronting the street, on both sides. We have seen no evidence of the likely estimate of the demand for servicing space for vehicles associated with the businesses on this section of Station Parade and therefore no evidence that the proposed Loading Bay offers a sufficient level of provision. The order does not therefore serve and maintain reasonable access to the premises.</p> <p>Our clients therefore object to the TROs for the above reasons.</p>	<p>3 existing bays (of 15m, 7m and 17m) are being replaced by a single longer bay of 26m which is more useable for larger vehicles. It is considered that this will remove highway obstructions emanating from double parking by large vehicles due to small size of the existing loading bays. The loading bay in James St to the west of Princes Street remains, while the 16.00 to 10.30 loading opportunity in the proposed pedestrianisation mirrors the towns existing pedestrian zone in Cambridge St and Oxford St.</p> <p>Loading restrictions to outside of core shopping hours is common to pedestrian areas throughout the UK and exists in the town already as noted.</p> <p>Bollards are proposed during pedestrian hours to ensure enforcement.</p> <p>There is currently no dedicated loading bay in Station Parade north. The TRO provides for new dedicated bays for servicing.</p>
37	All, James Street	<p>I wish to register my objection to the continuing attempt to close roads and pedestrianise streets in the town centre of Harrogate, particularly James Street. I am particularly annoyed that despite three public consultations which have shown a lack of public support, albeit a close call, you are still pursuing this course of action. I have wasted enough time writing against the whole Station Gateway project but apparently I must do it again. I also believe that when objecting to a ring road several years ago and wanting improvements to ways to get around town people were not signing up for this strangling of the town centre.</p> <p>Harrogate needs a vibrant and easily accessible centre and it needs the businesses on James Street which are able to afford the high rents.</p>	<p>Shops in James St will be enhanced by a more</p>

		<p>Without these James Street will become as run down and unimpressive as the other pedestrianised areas of the town centre and the high quality businesses will move out I believe. The pedestrianised streets are already highly unwelcoming in the dark evenings, why create more such areas?</p> <p>Through traffic brings life and an element of safety at night, it also allows the residents of the town to traverse the centre without having to add to the traffic on the ridiculous one way system. The failed cycle route on Otley Road, the failure to secure funding for the crazy Victoria Avenue changes and the general growing feeling in the country against LTNs and the closing off of town and city centres should really make you think very carefully about pursuing this scheme. You will damage Harrogate irreparably, you will not encourage this population onto bikes and we are fortunate enough to have wide pavements and open spaces which means walking is already a hugely popular way of getting around town. The people in charge of this scheme should care less about the fear of climbing down and more about what is actually best for the people of Harrogate and those unfortunate enough to have to drive through it.</p>	<p>attractive setting conferred by the public realm proposals</p> <p>North Yorkshire Police have been consulted on the proposals</p> <p>Consultation with disability groups has identified issues with the existing road layout and designs have taken these into account.</p>
38	All	<p>We are recent survivors of the appalling mess-up in relation to the recent Otley Rd/Beech Grove active travel plan. Given the very clear waste of public money on a badly flawed and ill thought through scheme, we are opposed to more yet more taxpayers' money being spent when the law of unintended consequences will again be the result.</p> <p>Some suggestions for you. The roads in and around Harrogate are in a disgraceful state, our NYCC education system has virtually collapsed and the proposed 20 mph limit close to schools are all far more important to our well being and safety.</p>	<p>Received on 10/04/23 after consultation closing date (but still included in this report).</p> <p>TCF funding is not 'general' council funding and can only be used for the specific project purpose.</p>
39	Lower Station Parade	<p>I wish to rise a complaint regarding your Gateway Project.</p> <p>I have a feeling as you keep forgetting an important thing: we are the people who pays your wages. Killing our businesses-there are more than 20 only on the lower Station Parade-will make several people jobless, and good to know: closed business will not pay taxes anymore.</p> <p>Another point of view: the residents around the area will face an increasing traffic, permanent jam, polluted air, all day noise, and decreasing in the value of the properties, obviously.</p> <p>Running a small business become harder and harder in the last few years, this project is just the cherry on the cake!</p> <p>Please understand: making a mistake is not extraordinary, that happens, but recognising the mistake could be a great act! There is always possibility for a step back.</p>	<p>Received on 11/04/23 after consultation closing date (but still included in this report).</p> <p>Modelling results indicate acceptable levels of traffic on alternative routes with only a nominal journey time disbenefit which improvements to signals will assist in mitigating by co-ordinating better.</p>
40	Lower Station Parade	<p>With regards to the proposed changes to the various road alterations around the Harrogate area particularly lower Station Parade that will seriously affect my business and the other neighbouring businesses.</p> <p>I wish to strongly oppose these proposals.</p> <p>My retail footwear business has been there for many years and relies on the parking outside the premises. The vast majority of my customers are elderly and need access not only to my business but the town centre in general.</p> <p>The removal of the majority of the parking spaces would be a disaster.</p>	<p>Received on 11/04/23 after consultation closing date (but still included in this report).</p> <p>TCF funding is not 'general' council funding and can only be used for the specific project purpose.</p>

	Therefore I am voting against the proposals and would hope that the funding will be spent more wisely. Maybe repairing the worn out major roads.	
41	<p>I wish to make a formal objection to the above proposed plan.</p> <p>Before NYCC become involved in running Harrogate we were known as the jewel in the crown of North Yorkshire. It wasn't long before our jewel became tarnished and as the years have progressed it has disappeared entirely. Visitors from all over the world came to Harrogate. Fabulous shops, hotels, restaurants and gardens in a beautiful setting. They were always given a warm welcome.</p> <p>Then NYCC and ██████ got involved. We don't want cars. We want buses, cyclists and pedestrians. He then embarked on his plan to ruin Harrogate. His scheme to reduce congestion was to install a further set of traffic lights on the junction of Station Parade and Cheltenham Parade – across the road from the bus station. The traffic now backs down to the bottom of Parliament Street and down Station Parade to Bower Road. To add insult to injury the plans are drawn up in Northallerton where apparently “well -on paper the work!”</p> <p>The next plan is the Harrogate Gateway Project – gateway to what I ask?</p> <p>Station Parade services all the through traffic – the loop – as well as both the train and bus stations. To reduce traffic access on this section will only increase in on the small residential roads including Bower Road, East Parade and Station Bridge. The plan also shows the lower part of Station Parade as one way. What about the residents and businesses who will lose valuable parking spaces and much needed customers. This scheme is quite unnecessary.</p> <p>Harrogate is a town that has always attracted an older generation. We also have a lot of new builds with young families – cycling for many is not an option – cars are – many of which are now electric.</p> <p>██████ was also behind the Otley Road cycle track plan and what a disaster that has turned out to be – as predicted by so many – not fit for purpose! The Harrogate Station Gateway project would also be a disaster for Harrogate – not fit for purpose!</p> <p>I have a business in Harrogate and we have all suffered throughout Covid and the lockdowns. We need to encourage and welcome visitors back to our beautiful town not close roads off to them and cause more congestion with unnecessary projects.</p>	<p>Received on 11/04/23 after consultation closing date (but still included in this report).</p> <p>Modelling results indicate acceptable levels of traffic on alternative routes with only a nominal journey time disbenefit which improvements to signals will assist in mitigating by co-ordinating better.</p> <p>An Electric Vehicle charging strategy is in development in addition to the TCF project.</p> <p>Otley Road predated new cycle infrastructure standard LTN1/20, which the TCF design adheres to.</p> <p>The town centre has over 6800 parking places so the loss presented in TRO of 40 bays is nominal.</p>



Harrogate Station Gateway Transforming Cities Fund Scheme Economic Case

December 2021 (reviewed July 2022)

1 Introduction

- 1.1 The paper examines the economic case for the active travel and public realm improvement proposals for the Harrogate Station Gateway Transforming Cities Fund (TCF) Scheme. It sets out the strategic context and policy compliance, the need for investment and the potential economic impact of the scheme. In summary, it considers:
- The current/future local economic conditions
 - The factors driving these conditions
 - Whether the scheme will support the local economy.

2 Executive Summary

- 2.1 Harrogate town centre has the opportunity to benefit from its first large scale investment in over 30 years, in the form of the c£11m TCF-funded regeneration scheme, which aims to transform the area around the train and bus station. The Station Gateway project offers a multifaceted opportunity to develop and uplift this key part of the town centre and ensure that the busiest transport hub in North Yorkshire is fit for the future. The evidence and analysis in this report shows how the TCF scheme should help to address some of the economic challenges facing the Harrogate economy, and how targeted investment in active travel and high-quality public realm can help deliver positive economic impact in the town centre and the wider Harrogate district.

- 2.2 Key economic benefits likely from the TCF scheme include, but are not limited to:

Inclusive Growth

- 2.3 The Harrogate District's economy is facing challenges to its sustainability. The proposed scheme contributes to increasing investment, job creation and productivity; the primary drivers of sustainable, inclusive growth. The scheme is anticipated to contribute to the redevelopment and regeneration of the town centre, which is likely to act as a catalyst for wider investment and development and result in economic benefits to local business. The scheme will improve access to those residents in the North of the town to Hornbeam (business) Park.

- 2.4 The scheme will facilitate inclusive growth through enabling enhanced accessibility for more people and communities in Harrogate District (particularly from more deprived areas to the North and East of the station) to opportunities across the sub-region and vice versa through tackling first and last mile connectivity issues. Increased access and connectivity are likely to increase the pool of potential employees, creating opportunities to help address current recruitment challenges, expand businesses and meet consumer demand.

Education and Skills

- 2.5 Enhanced access to/from the wider sub-region will improve equality of access to opportunity, which in turn is likely to contribute to increased range and quality of available apprenticeships, educational pathways and lifelong learning opportunities. This will allow more individuals, particularly those from more deprived areas, to access skill-building opportunities within educational or workplace settings. The scheme will improve access to those residents in the north of the town to Harrogate College.

Supporting Development

- 2.6 The Station Gateway scheme could help unlock development through the improved gateway arrival/departure, resulting in increased employment and housing supply, whilst also reducing the impact of transport on the environment and congestion levels

through enabling greater opportunities to travel by foot and bike locally, and by public transport regionally. Additional growth can be unlocked through land value uplift, increasing footfall on peripheral streets, and acting as a catalyst to urban redevelopment and wider town centre regeneration and development plans.

- 2.7 The scheme links to a wider strategic plan of active travel interventions: to the north and east towards Bilton, Starbeck and Knaresborough via the Nidderdale Greenway and Beryl Burton Way; and to the west via Victoria Avenue, Beech Grove and Otley Road. These planned interventions (through the Active Travel Fund and National Productivity Investment Fund) will improve linkages between the largest residential areas of the town to job and education opportunities in the centre and west of Harrogate.

Retail and the Visitor Economy

- 2.8 Evidence suggests that the town centre retail sector is at risk of decline in the medium term. Consumer behaviours and expectations have been recognised to be evolving for a while, whilst the impacts of Covid-19 and other global events are still to be fully understood. It is clear that towns must diversify and advance to maintain healthy and vibrant visitor economies.
- 2.9 There is a growing body of qualitative and case study evidence that, when evaluated alongside the available quantitative data, shows active travel and public realm investments can deliver significant, cost-effective benefits to consumers and visitor-dependent businesses. Quality public realm can increase footfall and economic value through:
- Enhancing the image of an area;
 - Creating a new destination;
 - Making an area more versatile so it can be used for events.
- 2.10 Evidence from our survey suggests that the proposed reduction in parking will have minimal impact on the retail performance of James Street.

Land Value Uplift

- 2.11 There is already local evidence of how proximity to Harrogate's transport hub leads to high commercial occupancy rates as well as high commercial property and rental values. The extent of the station improvements will unlock both new housing and commercial development at the station. Experience from other similar schemes have shown that improvements to stations (and especially where stations attain 'gateway' status) tend to generate considerable value gains across existing properties and developments. This evidence indicates there is a beneficial impact on surrounding areas.

3 Strategic Context

- 3.1 The c£11m regeneration of Harrogate Station Gateway offers an opportunity to transform the town centre and ensure that the busiest transport hub in North Yorkshire is fit for the future. Through the TCF the town would be set to benefit from its first large scale investment in over 30 years. Beyond the environmental and social benefits; the scheme supports a number of local economic priorities and strategies, specifically:
- York & North Yorkshire Local Enterprise Partnership's Plan to Reshape our Economy¹
 - Place and Infrastructure: Active travel and public transport usage increases.

¹ [A Plan to Reshape our Economy](#), York & North Yorkshire LEP

- Place and Infrastructure: All our high streets, city and town centres are greener, fairer and stronger.
- People and Communities: Young people and those furthest from the labour market are not left behind.
- North Yorkshire County Council’s plan to deliver economic recovery and growth 2021-2024²
 - Enabler 1: Create high quality places, increased housing provision and delivering infrastructure
 - Enabler 2: Deliver a modern integrated transport network
 - Enabler 3: Increase skills levels and ensure that the workforce meets the needs of the County
 - Enabler 4: Live well
 - Enabler 5: Creating the right conditions for business growth and investment
 - Enabler 6: Enhancing the environment, developing tourism and the green economy:
- Harrogate Borough Council’s (HBC) Harrogate District Economic Growth Strategy 2017-2035³
 - Land and Buildings for Growth: taking an active role in the development of land and buildings for employment use, enabling local companies to stay and grow, and attracting inward investment into the district.
 - Conditions for Growth: Transport: work with partners to address current and future operational barriers to business growth by securing investment and improvements in transport infrastructure.
- HBC COVID Economic Recovery Framework 2021⁴
- HBC Harrogate Town Centre Masterplan 2016⁵
 - Ensure that the future development of the town centre enables ‘enhanced growth’ in order for it to compete effectively with other destinations and deliver wider objectives for the local economy.
 - Investment in ‘Public Realm of an outstanding quality’ and ‘Integrated and sustainable transport infrastructure;
- Harrogate Knaresborough Congestion Study 2019⁶
 - Congestion has affected the economy: there is an aspiration to grow Harrogate’s economy. It could be difficult to attract developers to an area that is difficult to get to because of congestion, which would have repercussions for the growth and diversification of the economy. 77% of 15,500 respondents were in favour of sustainable transport investment.

4 The TCF

- 4.1 The overarching vision for the Leeds City Region TCF programme is: *“Connecting people to economic and education opportunities through affordable, sustainable transport, boosting productivity and helping to create cleaner, healthier and happier communities for the future”*. This overarching TCF vision has shaped the four Programme objectives:

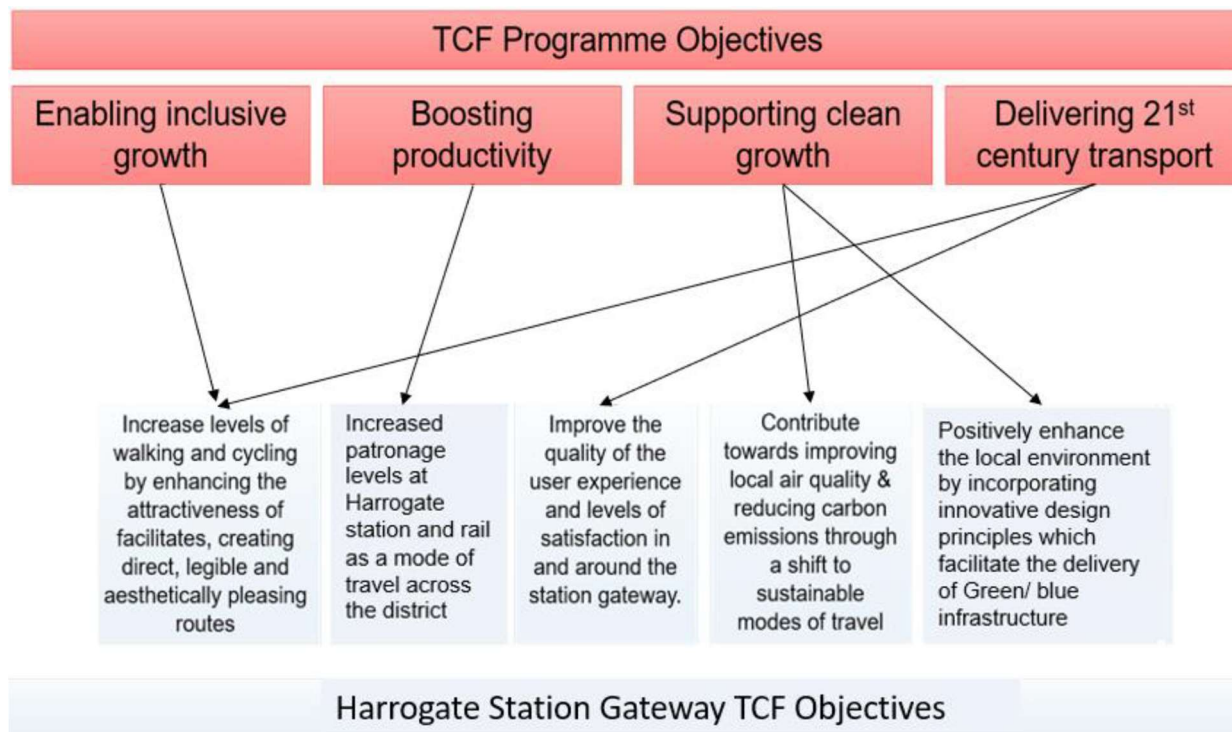
² [A plan for Economic Growth 2021 to 2024](#), North Yorkshire County Council

³ [Economic Growth Strategy 2017-2035](#), Harrogate Borough Council

⁴ [Covid-19 Economic Recovery Framework](#), Harrogate Borough Council

⁵ [Harrogate Town Centre Masterplan](#), 2016, Harrogate Borough Council

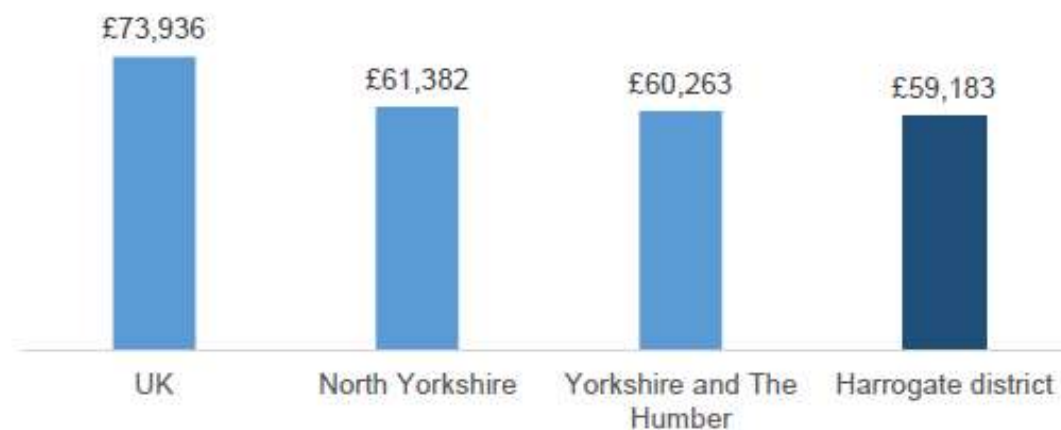
⁶ [Harrogate Congestion Study Executive Report](#), October 2019, North Yorkshire County Council



5 The Harrogate District Economy

- 5.1 Harrogate District has a long history of successful business start-ups and, historically, a well-qualified resident population that underpins an enviable, high quality of life. The c£4 billion economy is diverse; 6.3 million leisure visitors enjoy an array of attractions and events whilst business visitors enjoy the exciting benefits of a town-centre convention centre. The district also benefits from being home to one of the largest research and development operations in the UK, an established financial technology cluster and Europe’s largest cold storage distribution centre.
- 5.2 However, inclusive growth and productivity is being suppressed by local transport, property and demographic conditions.

Figure 1: Economic Productivity (Gross Value Added (GVA)/Full-Time Equivalent Employment (FTE)) 2021 (Regional Econometric Model)



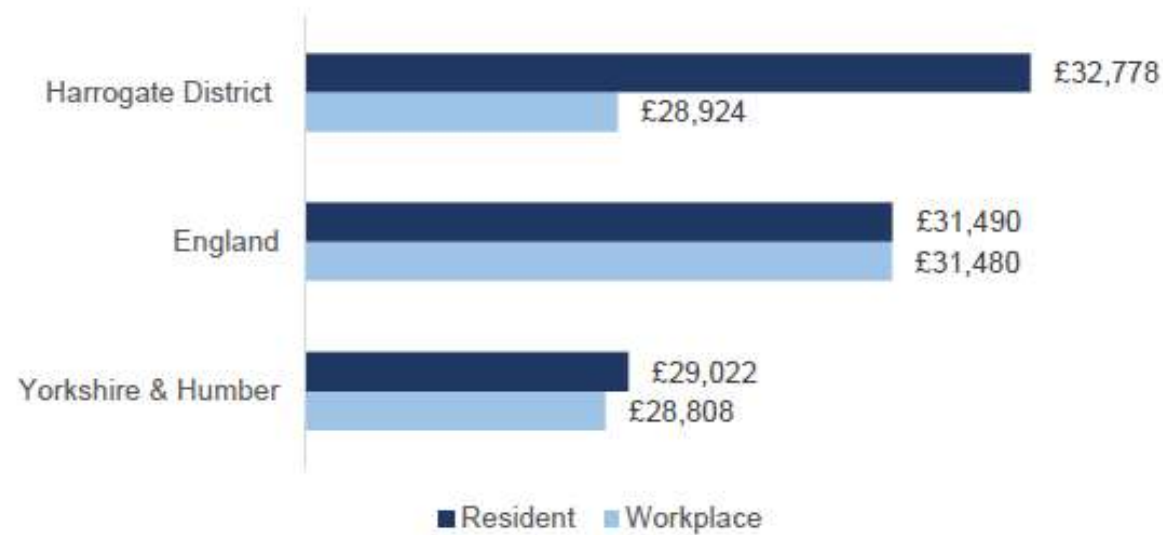
- 5.3 There is an overdependence on employment in lower-paid sectors in the district. There are barriers preventing the creation of sustainable, higher-paid jobs where transport and the location/type of commercial accommodation do not support business growth. There is a persistent loss of young people, exacerbated by a growing elderly population. Housing is unaffordable for many, and retail is not immune to the changing face of high streets across the country.
- 5.4 The Regional Econometric Model (REM) suggests that the COVID-19 pandemic affected the district’s economy to the tune of -c£438 million in 2020; a 10% reduction

from 2019 levels. Although recovery is underway, the district is forecast to see a slower rate of economic growth than the wider Yorkshire & Humber region.

6 Harrogate Station Gateway – Supporting Inclusive and Sustainable Growth

- 6.1 Harrogate is the main town and service centre in the county, has strong economic links with neighbouring Leeds and a high prevalence of cross-boundary commuting. Around 47% of Harrogate’s residents are employed in professional and managerial roles, while less than 20% work in the service-related sectors. This pattern correlates with the higher-than-average earnings of residents but lower than average earnings of those that work in the district (workplace), reinforcing the trend of out-commuting for higher paid jobs, and in-commuting for lower paid jobs that are prevalent in the town (see Fig. 2).
- 6.2 Harrogate’s higher paid resident base suggests that there is potential to diversify the local economy, attracting high value, innovative businesses to invest in the town centre, opening up further employment opportunities in the town.

Figure 2: Median Gross Annual Earnings – Resident v Workplace, 2021 (ONS)



- 6.3 The total number of businesses registered in Harrogate Town increased by 4% between 2016 and 2021 – considerably below both the Yorkshire and Humber average (8%) and the average of all English cities and major towns (13%). Harrogate ranks 97th of 109 towns/cities in terms of new enterprise across the five-year period (ONS IDBR).
- 6.4 The scheme is considered to support increased investment in the town, using previous studies into similar schemes as a comparison. A 2012 British Council of Offices (BCO) survey found that the demand for workplace cycling facilities was increasing and for some people they were a deciding factor in where to work⁷. The benefits of cycling ranged from increased fitness to a dislike of crowded public transport. A 2017 BCO report cites that businesses were prioritising offices with high-quality cycling facilities. Further evidence of the benefits of cycling infrastructure for business investment include:
- 73% of employees who cycle felt it makes them more productive at work⁸.
 - Employees who cycle regularly take fewer sick days than those who don't⁹.

⁷ [BCO - Cycling and the Modern Workplace](#)

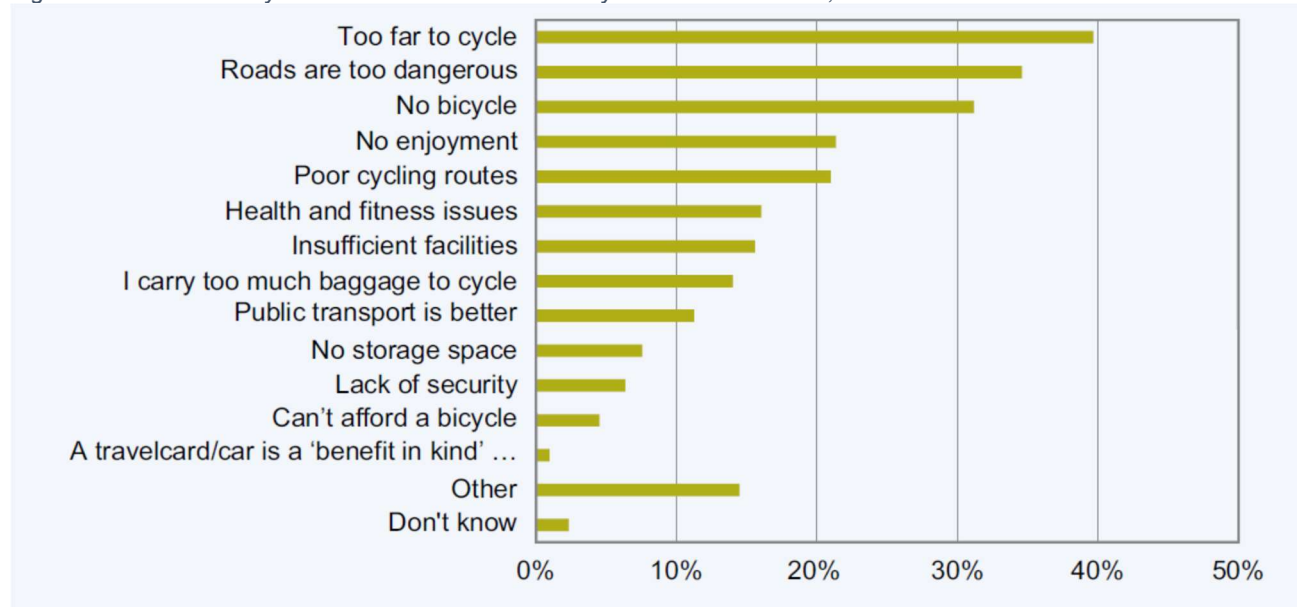
⁸ *The Prince's Responsible Business Network, 2011, [bitc-toolkit-active-travel-getting-back-to-work-safely-may2021.pdf](#)*

⁹ *The association between commuter cycling and sickness absence, 2010 (Hendriksen et al), [The British cycling economy: 'gross cycling product' report, 2011 \(Grous & Alexander\)](#)*

“Cycling is a fundamental part of the future city and has been a critical factor in Google’s decision to invest in King’s Cross and London. Cycling has an important role to play in attracting and retaining talent”

Dan Cobley, former CEO of Google UK

Figure 3: YouGov survey of office workers who do not cycle in their commute, 2017



- 6.5 Fig. 3 suggests that providing safer cycling routes (such as those proposed within the scheme) would encourage nearly a third (29%) of non-cycling British office workers to consider cycling as a commuting option in the future.
- 6.6 However, the district must maintain a skilled, working age labour force to support inward investment and sustainable economic growth among all sectors. Fig.4 illustrates the district’s working age population is forecast to decrease by 6% over the next ten years. Fig. 5 shows the increasing decline in car ownership among the younger cohort across the UK – driven by increasing living/motoring costs and a shift in attitudes. This suggests an increasing dependence on active and sustainable travel methods in the workforce.

Figure 4: Harrogate District working age (16-64) population projection, 2021-2031 (ONS)

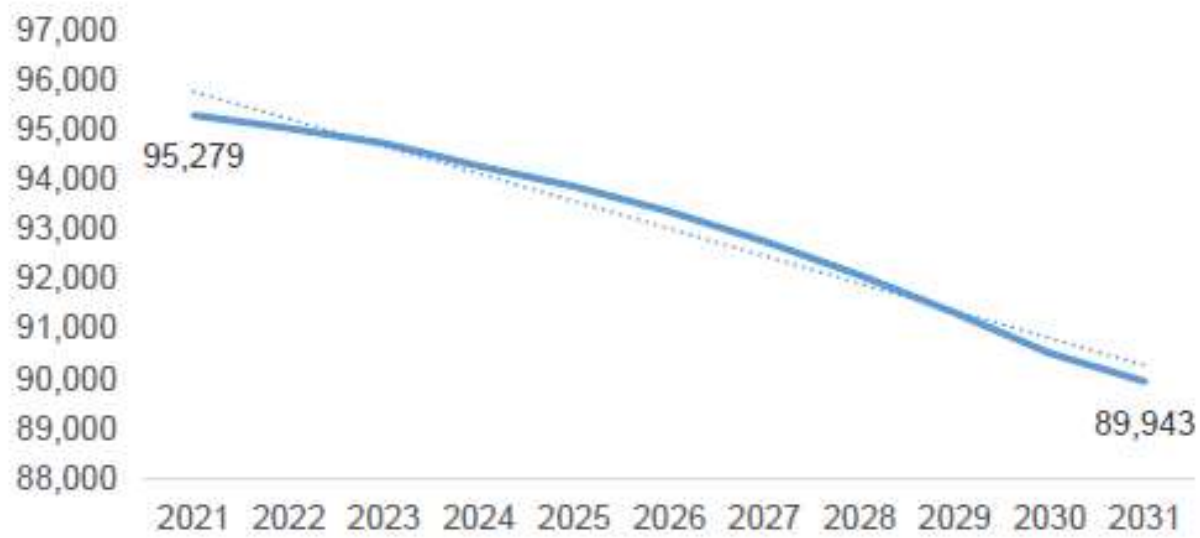
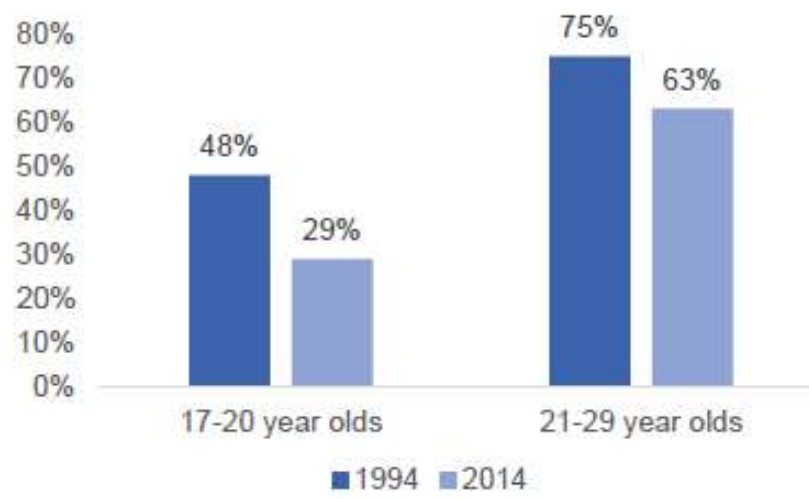


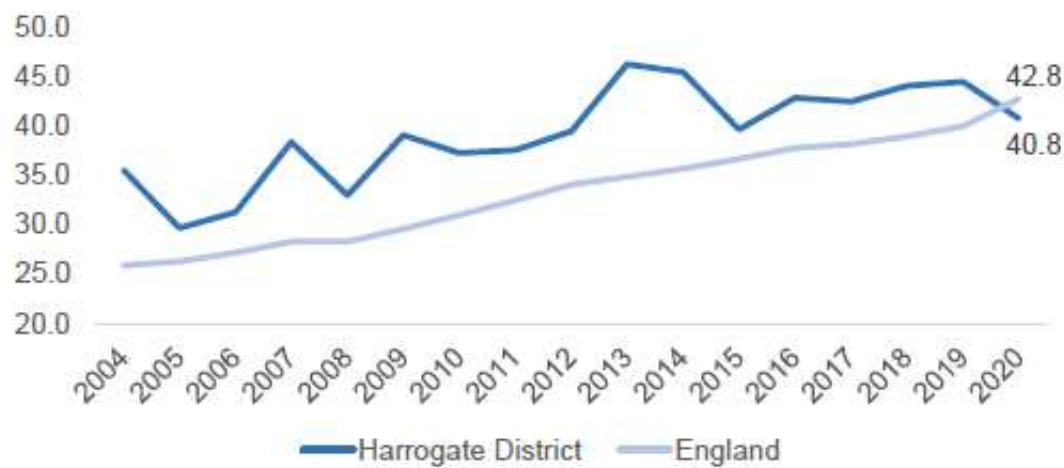
Figure 5: Younger driving license holders in UK 1994-2014 (ONS)



6.7 The scheme is likely to facilitate inclusive growth through enabling enhanced accessibility for working-age people to opportunities in Harrogate Town and beyond (and vice versa) through tackling first and last mile connectivity issues – particularly for those who do not own a car.

6.8 As seen in figure 6 below, in 2020, the proportion of the district's working-age population qualified to NVQ4 (degree level) and above fell below the Great Britain average for the first time since records began in 2004.

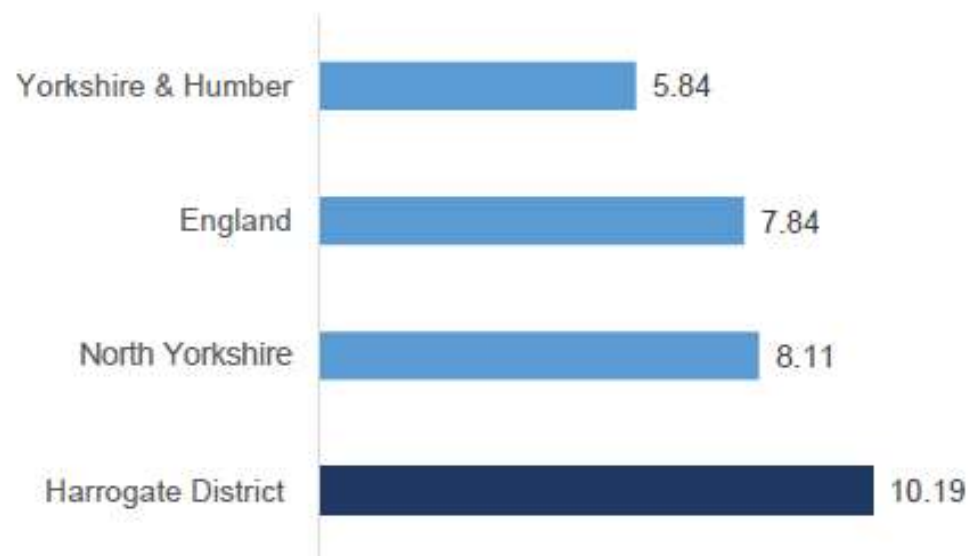
Figure 6: Harrogate District working-age population educated to NVQ4+ 2004-2020 (ONS)



6.9 Enhanced access to/from the wider city region improves equality of access to education and training opportunities, contributing to increased range and quality of available apprenticeships and allowing more individuals, particularly those from more deprived areas, to access skill-building opportunities within educational or workplace settings.

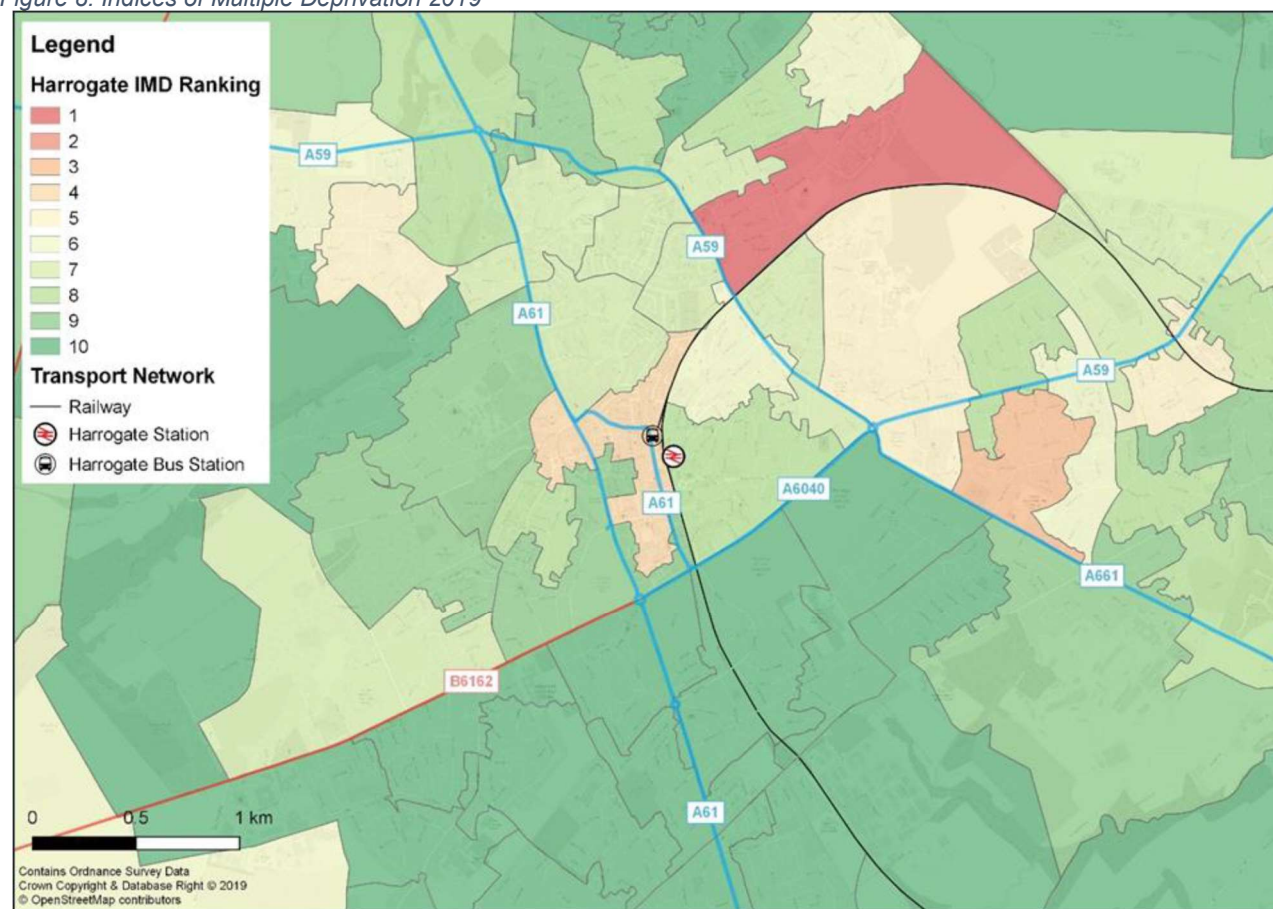
6.10 Despite the affluence of the district, there are pockets of deprivation, and a large gap between the most and least deprived areas. Fig. 7 (below) demonstrates that housing is the least affordable across the North of England and, together with a prevalence of lower paid employment, there are cross-boundary, unsustainable commuting patterns.

Figure 7: Ratio of Median House Price to Median Workplace Earnings, 2020 (ONS)



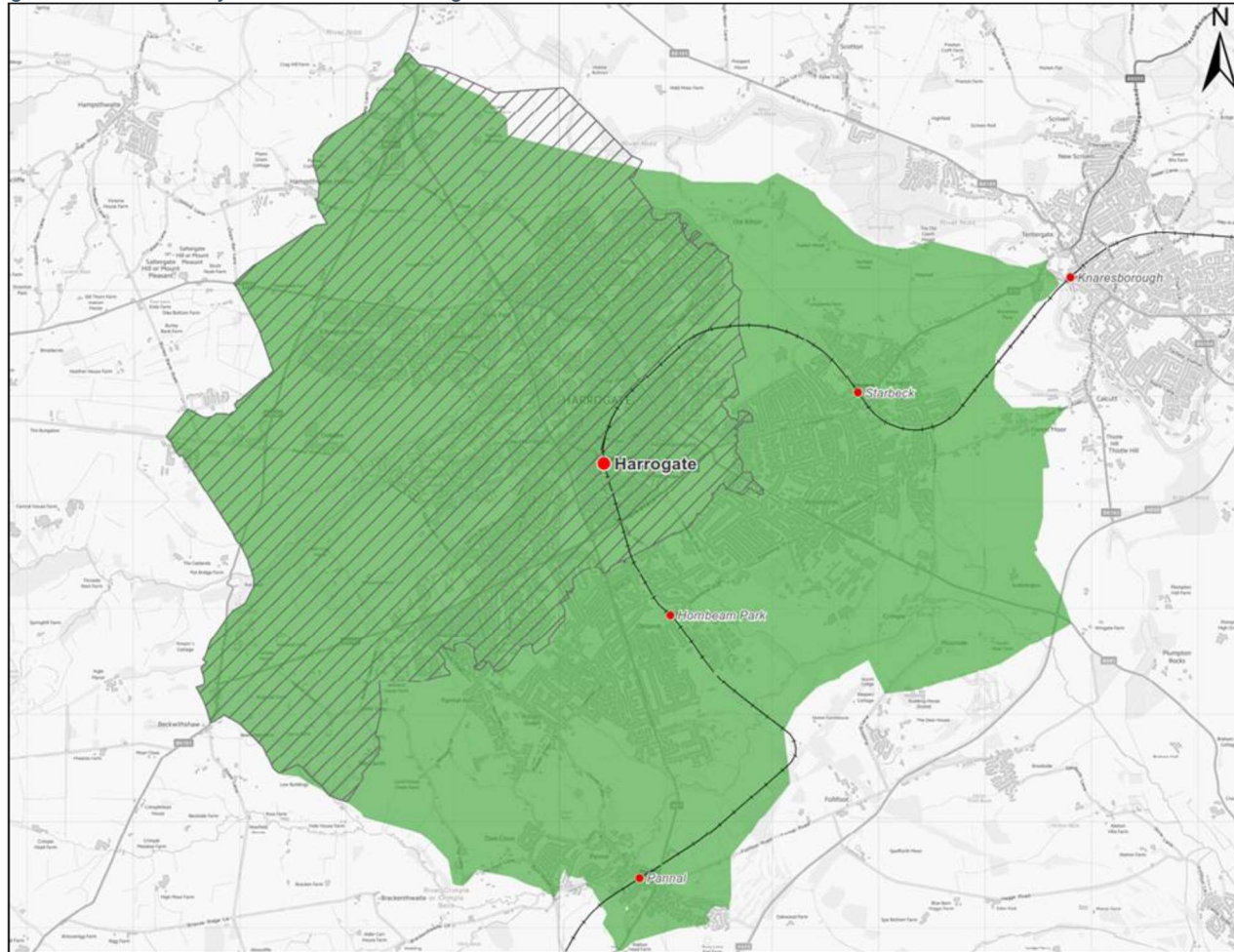
6.11 Indices of Multiple Deprivation (IMD) is a composite of many types of deprivation, including Income, Employment, Education Skills and Training, Health and Disability, Crime, Barriers to Housing and Services, and Living Environment. Fig. 8 shows that six of the LSOAs (Lower Super Output Areas) within the Harrogate study area boundary, rank among the third most deprived of areas in the country; all are within a 20-minute cycle ride of the Station Gateway scheme area (Fig. 9)¹⁰.

Figure 8: Indices of Multiple Deprivation 2019



¹⁰ [English indices of deprivation 2019](#)

Figure 9: 20-minute Cycle Catchment: Harrogate Rail Station



6.12 Evidence suggests that the areas around Harrogate Town Centre would benefit from connectivity improvements in terms of enhanced access to Harrogate Railway and Bus Stations. The TCF scheme would therefore better connect communities to employment, education and training opportunities, both within Harrogate District and across the wider sub-region.

7 Harrogate Station Gateway – Supporting the Visitor Economy

- 7.1 Economic modelling via the Regional Econometric Model (REM) suggests that, in 2019, the Harrogate Town retail, accommodation and catering sectors supported around 3,500 full-time equivalent jobs and generated circa £127 million in GVA. In 2020 the COVID-19 pandemic impacted employment in these sectors to the tune of -17% and GVA by -21%. However, the town's visitor economy saw a healthy recovery in 2021 – in part because of the increase in domestic holidays and a robust tourism offer for its established six million visitors.
- 7.2 Despite this, a report by KPMG suggested that 16.4% of jobs in Harrogate are expected to continue being carried out from home post-COVID – impacting daytime footfall¹¹. Furthermore, KPMG suggest that accelerated online retail adoption could result in the loss of 28% of total retail offering in the future.
- 7.3 Figure 10 below shows the number of retail units in Harrogate has reduced by 12% in seven years with more at risk of becoming residential properties via new powers for permitted development changes in use class. Fig. 11 shows that of the 92 retail units directly abutting the highways within the Station Gateway site, 15 were vacant in

¹¹ [Global Placemaking – Value and the Public Realm](#), CBRE and Jan Gehl Architects, 2017

September 2021 (16%). This can be compared with a vacancy rate of 6% across the wider town centre.

Figure 10: Number of shops in Harrogate Town (Sept 2013 – Sept 2021) (HBC)

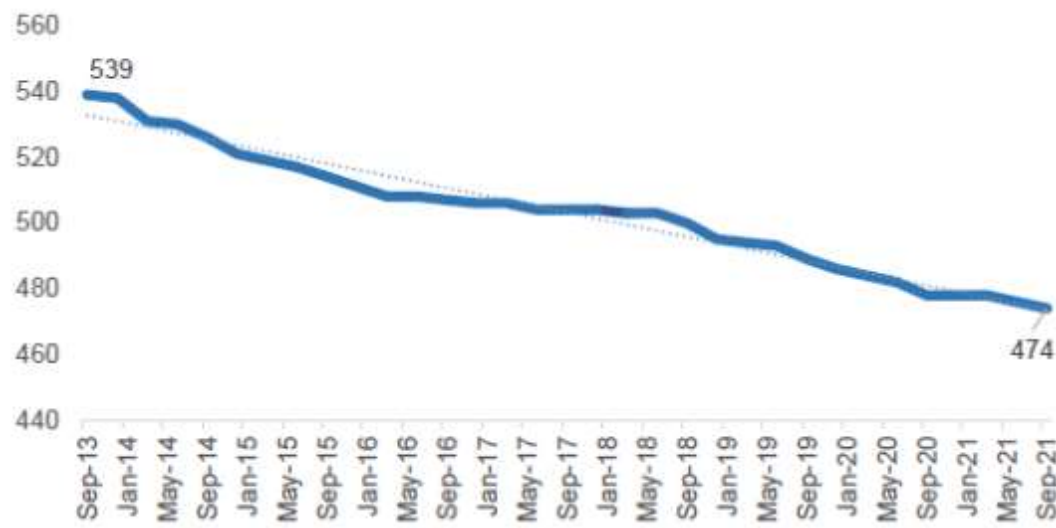
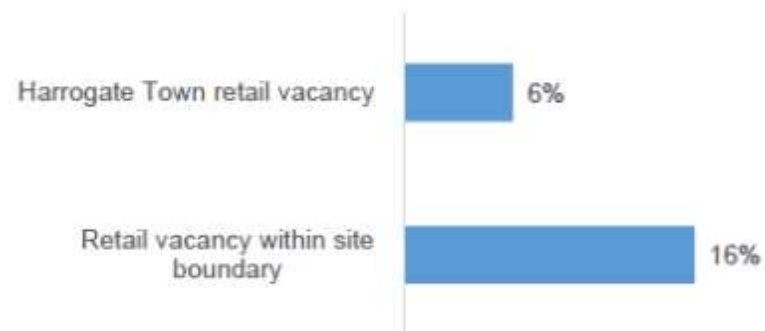


Figure 11: Retail vacancy in Harrogate Town (September 2021)



7.4 Evidence suggests that the town centre retail sector is at risk of decline in the medium term. Consumer behaviours and expectations are evolving, and towns must diversify and advance to maintain healthy and vibrant visitor economies. The scheme is seeking to do just this.

7.5 Research by CBRE and Jan Gehl Architects (*'Global Placemaking – Value and the Public Realm'* 2017) examined 11 exemplar place-making schemes in urban areas around the world and concluded that quality public realm can increase economic value through:

- Enhancing the image of an area;
- Creating a new destination;
- Making an area more versatile so it can be used for events; and
- Establishing or enhancing the character of an area.

This research emphasised that good public realm makes more people want to use a space and increases the number of activities that can take place in spaces. For retail businesses, this can mean increased footfall. Furthermore:

- Carmona et al (2018) found that retail vacancy was 17% lower on average after town centre improvements¹².
- Case study evidence has shown that well-planned regeneration of public realm can increase footfall and trading by up to 40%¹³.

¹² Place value: place quality and its impact on health, social, economic and environmental outcomes, 2018 (Carmona)

¹³ [The Pedestrian Pound: the business case for better streets and places](#), 2014 (Lawlor) 2018 Revision (Tasker)

- Walking, cycling and public realm improvements can increase retail sales by up to 30%.
 - Eight out of ten Business Improvement Districts agreed that active travel is important for their business performance. BIDs believe that walking and cycling attracts more customers, creates vibrant areas and attract/retain staff¹⁴.
- 7.6 For example, investment to make the Piccadilly area of Stoke-on-Trent more pedestrian-friendly led to a 30% increase in footfall there¹⁵, whereas footfall increased by up to 35% on streets where the pedestrian experience had been improved in Scotland¹⁶. The introduction of a pedestrianisation scheme in Coventry also led to a 25% rise in footfall on Saturdays¹⁷ and the trial closure of some roads in Cheltenham in 2018 similarly had a positive effect on the number of visitors to the local high street¹⁸.
- 7.7 This increased footfall usually translates to increased turnover for local businesses and an improved local economy. As more people pass by a particular business on foot, more people are likely to go in and buy something. The trial pedestrianisation of several streets in Dublin in 2020 resulted in increases of up to 100% in sales for shops in that area¹⁹. Further case studies can be found at Appendix A. 'Street appeal: The value of street improvements', an academic study by University College London, concluded "more space for pedestrians and bicycles and less space (and slower speeds) for cars will open up the opportunity to deliver on the other factors that make for the highest quality street experience for all"²⁰.
- 7.8 In October 2014, retail specialist Harper Dennis Hobbs published the first ever report that attributed town centre retail a 'vitality' score²¹. Their report showed that retail centres that have implemented traffic reduction policies generally performed better. Around the same time as the Harper Dennis Hobbs report, the Campaign for Better Transport independently assessed the degree of car dependence of a number of town centres²². When the two studies are compared, a very high correlation exists between low car dependency and high vitality in town centres. The towns with the lowest levels of car dependency were most likely to have the most vibrant shopping centres.

8 Harrogate Station Gateway – Car Parking

- 8.1 Preliminary designs propose an overall parking reduction across the scheme of 39 on-street parking spaces. This represents a very small reduction (-0.6%) in the overall number of parking spaces in the town centre, which currently stands at 2,800 off-street and 4,000 on-street. Indeed, occupancy data suggests that up to 150 on-street spaces could be removed from the core town centre without a detrimental effect on a visitor's ability to find a convenient space.
- 8.2 Moreover, study evidence suggests that:
- Cycle parking delivers five times the retail spend per square metre than the same area of car parking²³.

¹⁴ [Healthy Streets: a Business View](#), 2017 (Aldred & Sharkey)

¹⁵ [Is pedestrianisation the key to attracting footfall back to our towns and cities?](#), Crowdguard

¹⁶ [Do shops need cars?](#), April 2019, Winchester Action on Climate Change

¹⁷ [The Pedestrian Pound-Living-Streets](#), 2013, revised 2018, Just Economics

¹⁸ [Cheltenham reports walking and cycling increase](#), October 2018, Air Quality News

¹⁹ [Pedestrianisation of Dublin streets increased business](#), July 2020, RTE news

²⁰ [Street Appeal: the value of street improvements](#), 2017 (Carmona et al)

²¹ [HDH Vitality Index3](#), October 2014, Harper Dennis Hobbs

²² [Car Dep Scorecard](#), 2014, Campaign for Better Transport

²³ [The value of cycling](#), 2016 (Raje & Saffrey)

- People who walk and cycle take more trips to the local town centre over the course of a month²⁴.
- Consequently, over a month, people who walk to the high street spend up to 40% more than people who drive to the high street.
- Retailers have been shown to over-estimate the importance of the car for customer travel.

8.3 Surveys were undertaken by Parking Perspectives Ltd during October 2021 to provide some insight into the relationship between those using the parking on James Street and the retail and commercial premises on that street. The surveys encompassed:

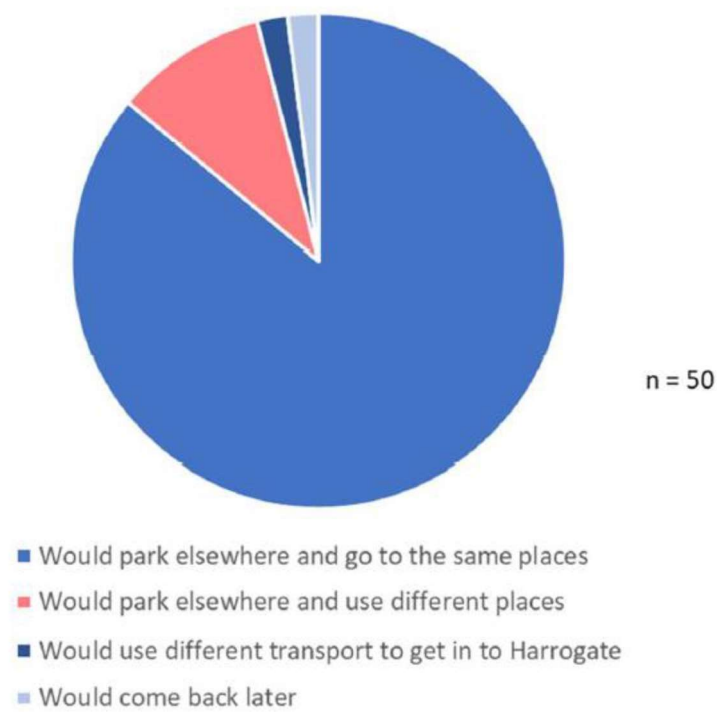
- Parking Occupation - beat surveys using a 15-minute frequency were completed along the length of James Street to record the number of parked vehicles and determine duration of stay.
- Parking User Interviews - inviting those parking on the street to participate in a short questionnaire survey.
- Shopper Surveys - customers entering or leaving one of the retail or commercial businesses on James Street were selected for interview.

8.4 The surveys found that most of those parking on James Street were using it to visit a business in that street. Many were making relatively short stops of less than 30 minutes to visit the shop or business of interest.

8.5 As seen in Fig. 12, if the parking on the eastern end of James Street was removed, there is a proportion (between 2 - 18%) who have stated that they would look to park elsewhere and take their business elsewhere.

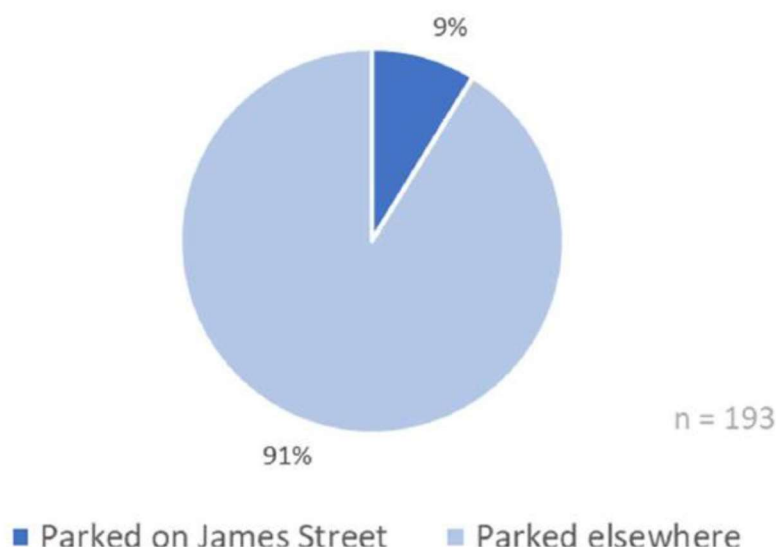
8.6 However, those parking on James Street made up only a relatively small proportion of those visiting the businesses and shops in the street. As seen below, the survey of those entering and leaving the premises indicates that more than 9 out of 10 had not parked in James Street.

Figure 12: Parkers with main purpose on James Street: response if unable to park on James Street (Parking Perspectives, 2021)



²⁴ [Town Centre Study](#), 2011 (TfL)

Figure 13: Parking location of James Street shoppers who drove to Harrogate Town Centre (Parking Perspectives, 2021)



- 8.7 In summary, the surveys indicate that over 90% of those doing business in James Street would be unaffected by the removal of parking. Of the 10% or less that are parking, less than 20% were of the opinion that they would take their business elsewhere. In combination, were the parking to be removed from James Street, the impact on current shopping/business visitors could be expected to be less than 2%.
- 8.8 It should be noted that the benefits of public realm improvements summarised in Section 7 are not factored into this forecast and therefore the overall impact on retail footfall is expected to be positive.

9 Land and Property Value Uplift

- 9.1 As well as the various economic impacts described above, the proposed improvements at Harrogate transport hub are considered likely to have an impact on the land values associated with new developments in the surrounding area. This is because the station will be a gateway and focal point in the town, with the potential to help facilitate the development of new housing and employment sites.
- 9.2 Research has also shown that station enhancements tend to increase the value of existing land and properties within certain radii surrounding the station. Given the scale and characteristics of the improvements at Harrogate Station Gateway, these will impact positively on both new and existing developments.
- 9.3 There are a number of proposed housing, employment and mixed-use regeneration sites in the town where there is dependency of the sites on the station scheme. In the immediate vicinity of the station, there is a large mixed-use development site within the Local Plan that is heavily dependent on much improved transport connectivity and public realm. The development will form a regionally significant 'gateway' for Harrogate with excellent public realm and a high quality mixed-use development to meet the present and future needs of the town centre.

- 9.4 In addition, the Harrogate District Local Plan 2014-2035 (adopted on 4th March 2020) states the following with respect to Site H37, the land at Station Parade:
- *“The public realm in this location, and in the immediate surroundings of the site, is poor and opportunities should be taken through site development to contribute to significant improvements and the creation of a landmark scheme”*; and
 - *(The development proposals should) “Provide improved pedestrian and cycle links within the site and from the site to connect with the town centre. In particular, pedestrian connections to and around the bus station, links to Oxford Street and Cambridge Street and a new direct pedestrian link from the Victoria car park to the town centre”²⁵.*
- 9.6 There is already strong evidence in Harrogate that offices near to the station are in high demand and command much higher rental values compared to developments further away. The 11-storey Exchange tower in Station Parade, Harrogate is a good example of this as it has 99% occupancy and commands office rents of approximately £25 per square foot.
- 9.7 As well as the land value uplift from new developments, research in recent years has demonstrated that station improvements (especially enhancements to ‘gateway’ standards) also generate additional value across existing properties²⁶.
- 9.8 Taking Steer’s 2018 work on the *Local Economic Benefits of Station Improvement*, their research found that localised economic benefits are clearest with respect to property price impacts. Steer also found that the available empirical evidence suggests property price is positively influenced by transport investment (such as investment in station improvements). The “What Works” report from 2015 also collated the results of eleven studies and noted a consensus for increased property prices near improvements for each of these schemes.
- 9.9 Specific examples include the impact on house prices near Crossrail stations in London where prices have increased by 31% even before the new line opens. For the Sheffield Station Gateway programme, the improvements generated inward investment of £74 million to the station area.
- 9.10 Research by Savills (February 2019) indicates that there can also be a range of property price impacts based on different schemes. These range from over 50% (Jubilee Line extension), over 20% (DLR extension to Woolwich) and 5% (North London Line). In addition, Savills found that property values would be 10% higher when the improved station becomes operational and that this uplift could be as high as 60% five years afterwards.
- 9.12 Since residential property prices near to stations tend to have the highest value (and decrease with distance from the station), the impacts considered here are based on TfL research whereby there is:
- A 10% premium on property values within 500 metres of the station; and

²⁵ [Harrogate district Local Plan 2014-2035](#), Harrogate Borough Council

²⁶ [The Value of Station Investment - Research on Regenerative Impacts](#), November 2011, SDG; [Local Economic Benefits of Station Investment](#), SDG, March 2018; [Rail Investment and Land Value Capture Potential - Capture Options and Conclusions](#), February 2019, Savills

- 5% falling to zero premiums on property values at distances of 1,000 and 1,500 metres.

9.13 Based on the number of households within these radii surrounding Harrogate station (taken from Experian data) and using up to date average property values (November 2020 Land Registry Values) in the town, it has been possible to calculate the likely increase in existing property values. These are as follows:

- Within 500 metres: £51.5 million; and
- 500 to 1,500 metres distance: £65.9 million²⁷.

10 Conclusion

10.1 Based on local conditions, academic studies and case study evidence there is a strong economic case for the Harrogate Station Gateway TCF Scheme. The scheme is considered to support inclusive growth by presenting new opportunities to access jobs, education and training – that will serve to support a sustainable labour force in the district. This document has reviewed what is a large body of evidence and the strong precedents that indicate the TCF scheme is likely to increase footfall and retail performance, increase property/land values and increase business investment.

²⁷ Both sets of results have both undergone a process of rebasing, rediscounting and a market price adjustment to convert to the DfT output price base of 2010 prices and present value, market prices.

Appendix A – Case Study Evidence

Building on the evidence presented above, it is clear that the continued growth and prosperity of Harrogate town centre is dependent upon providing sustainable travel options. A series of case studies of similar UK-based sustainable travel and public realm schemes have been reviewed to provide evidence in support of the schemes' potential to effect a positive change within Station Gateway area. The case studies are summarised below:

Location	Activity	Outcome	Source
Altrincham, Greater Manchester	Various public realm improvements and new market	Increased footfall by 25% and reduced retail vacancy 22.1%	Trafford Council, 2017
Bristol	Various public realm improvements	Projected £1.4 million over ten	Drivers Jonas LLP and Colin Buchanon, 2008
Coventry	Pedestrianisation, a new civic square, clearer signage and better placement of street furniture	25% in footfall on Saturdays	NWDA/RENEW Northwest, 2007
Ealing	Improved lighting, street cleansing, de-cluttering, better signage	Improved visitor perception and reduction in crime	Ealing BID, 2009
Kelso, The Scottish Borders	Public realm improvements better placement of street furniture	28% increase in footfall	Scottish Borders Council, 2016
London (Wanstead High Street)	Intervention to increase walking for short trips	98% increase in pedestrian numbers	Tolley, 2011
London	Canal towpath	£5.4 million in reduced absenteeism	Davis, 2010
London (Shoreditch)	Temporary 'parklet'	20% increase in takings over three-month period	Hackney Council, 2017
Sheffield	Peace Gardens	35% uplift in the number of visits for shopping and a net increase in spending of £4.2m	Genecon, 2010

Sustainable Travel and Public Realm Improvements – Case Study Evidence		
Schemes aimed at improving travel quality	Scheme Description	Recorded Scheme Impact
Pedestrianisation of Greek Street- Leeds (Source: Greek Street Study- HowDo?!	The aim of the scheme was to pedestrianise Greek Street in Leeds, a busy location in the	The outcome of the scheme was that there was a positive general agreement amongst the

<p>Yorkshire on behalf of Leeds City Council)</p>	<p>centre of the city, which has several amenities on including bars and restaurants.</p>	<p>public towards the scheme with 93% of respondents to the survey agreeing that pedestrianisation has improved the street as a destination and 86% of respondents agreeing that they would be more likely to visit the street if it was pedestrianised. Also, there was substantial business rates growth on Greek Street since the street was pedestrianised. The income rate in 2016 was £432,704 in comparison to £656,521. A 52% growth.</p>
<p>Pedestrianising Briggate, Leeds. (Source: City Centre Vehicle Access Management Scheme, 2017).</p>	<p>Briggate High Street in Leeds was one of several areas of the city become pedestrianised in 1990 in an attempt to improve the public realm, and make the core of the city more attractive to pedestrians.</p>	<p>Since Briggate High Street was pedestrianised, the urban core has improved greatly, with Briggate being the catalyst for retail growth in the city for decades.</p>
<p>‘The Gold Square’ Sheffield 2008. (Source: Sheffield Public Realm).</p>	<p>The scheme aimed to improve the journey quality for pedestrians by creating a network connecting key areas of the city with each other.</p>	<p>Connecting the rail station with the city centre was one of the main successes of the scheme through improving parts of the city such as Sheaf Street, which is a key corridor to the city. Other impacts included improvements to Hallam Gardens, and Howard Street, which improved connections between the universities. The outcome was an increase of 174% in pedestrian movement; 3,174 to 8,700. Also, there was a decrease in</p>

		vehicle flow between 2001 and 2008.
Maid Marian Way, Nottingham. Remodelling to improve the public Realm. (Source: Making the Case for Investment in the Walking Environment)	The aim of the scheme was to improve the public realm for pedestrians by remodelling the dual carriageway to make the area more pedestrian friendly and increase pavement widths.	Between 2003 and 2005 the pedestrian count increased by 56% on weekdays and 29% on Saturdays.
Old Street: Promenade of Light (Source: BSP 0506 Outcome Monitoring Report)	The scheme was aimed at making improvements to the public realm including lighting, surfacing, additional seating and new greenery.	The outcome was a significant increase in weekday pedestrian flows, with a 31% increase between November 2005 and 2006.

Date of Appraisal: 04/03/2021 Scheme Promoter: North Yorkshire County Council Stage of development: Feasibility

Greenhouse Gas Appraisal

Quantified predicted change:

1,356 tonnes

Predicted change in carbon dioxide equivalent emissions (CO2e) produced during a 60 year scheme lifetime.

Note: not all relevant aspects have been quantified. See key and qualitative summaries below.

This is equivalent to:

2713		Indicative number of trees you'd need to plant to remove this amount of carbon from the atmosphere in the same	-£225,683 LOW	Carbon value, based on Treasury Green Book data Low, Central and High estimates of carbon value.
777,494		This many trips, based on an average trip length of 8.4 miles and average emissions in 2020	-£493,100 CENTRAL	
117		Carbon Cost Ratio - the carbon saving per £mil of scheme cost (£11.64 million)	-£760,517 HIGH	

Data used for context metrics summarised on page 2

Summary of scheme impact on Greenhouse Gas emissions:

Key: Quantified Relevant but not quantified Not relevant

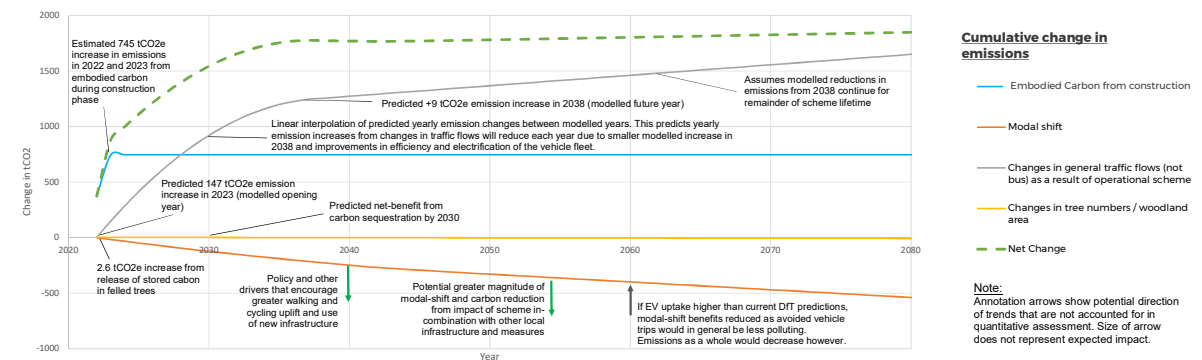
MS: car to walking	MS: car to cycling	MS: car to bus	MS: car to rail	Induced demand car	Traffic flow changes	Shared mode freq.
<p>User emissions</p> <p>Provision of new pedestrian, cycling and rail access infrastructure is expected to encourage a modal-shift to active and shared modes, thereby avoiding trips that would otherwise have occurred by private vehicle. This is forecast to reduce vehicle kms travelled on the road network by 13,191,540 kms over the 60 year appraisal period, with an associated reduction in carbon emissions of 1040 tCO2e over 60 years. The assessment accounts for improvements to the efficiency and composition of the vehicle fleet as predicted by TAC data (i.e. future trips will result in lower emissions). Additional factors that may influence the user benefits of this infrastructure, and not accounted for in the calculations, include the potential in-combination benefits of the TCF Harrogate Gateway with other planned infrastructure, policy and other measures that will further encourage a behavioural change. Despite this, the reduction of Station Parade to one lane and the part-time pedestrianisation of James Street will reduce general traffic capacity and thereby force trips to take longer alternative routes. Changes to the Station Parade Junction will slightly reduce delays and thereby improve efficiency of flows and reduce stop-start traffic. However, changes in traffic speeds, journey lengths and flows (not accounting for modal-shift) are predicted to increase emissions in both the modelled years of 2023 (+147 tCO2e) and 2038 (+9 tCO2e); when extrapolated over the 60 year appraisal period this is predicted to be an increase in emissions of +1,669 tCO2e over 60 years. TUBA results give a more aggregated and therefore less accurate analysis (see methodology statement), but the TUBA results support this direction of impact, with a predicted increase in emissions of +3161 tCO2e over 60 years (traded and untraded). Overall therefore user emissions are anticipated to increase as a result of the scheme, as the emissions from changing traffic flows are predicted to outweigh the avoided emissions from modal-shift. Given there are only minor localised benefits to general traffic at the Station Parade junction and wider disbenefits from reduced capacity, no significant induced demand (i.e. new car trips or modal-shift from active and shared modes to private car) is anticipated. However disbenefits to general traffic may encourage greater modal-shift from car to shared and active modes. It has not been possible to quantify this however.</p>						

Pre-construct	Raw material supply	Product transport	Product manufacture	Transport to site	Construction process	Diversion traffic change	Construction waste	Maintenance	End of life
<p>Embodied carbon</p> <p>The manufacture and transport of materials required for construction of the scheme (i.e. embodied carbon) is expected to cause an increase in carbon emissions. This is expected to largely relate to embodied carbon associated with resurfacing (asphalt, bitumen and aggregates), new surfacing and concrete associated with new kerbs. Given an anticipated 9,757 m2 of new surfacing, 22,498 m2 of resurfacing and use of 4,968 m of new kerbs, the assumed standard construction practices and accounting for the transport of these materials there is anticipated to be an increase in emissions of 618 tCO2e. Additional construction materials and processes that have been not quantified but will lead to an increase in carbon emissions include production of steel, concrete (e.g. drainage) and transport of workers to site. It is assumed these un-quantified materials will contribute an additional 20% to the embodied carbon impact of materials. In addition the import/export of material for earthworks may contribute an additional 5% to transport emissions. A total embodied carbon impact of 745 tCO2e is therefore estimated. Traffic management and diversions required may cause an increase in journey lengths and congestion during the construction stage. This may cause some increase in emissions associated with increased stop-start traffic and reduced fuel efficiency resulting from congestion. Appropriate traffic management through the development and use of a robust construction management plan however will reduce this impact, and only a minor adverse impact on emissions is anticipated. The scheme comprises improvements to existing highway infrastructure that is expected to reduce future maintenance requirements such as resurfacing. At the end of life stage (potential highway upgrades in future) deconstruction and disposal may lead to a minor increase in carbon emissions, although this is anticipated to be negligible given the scale of the scheme.</p>									

Tree loss	Tree planting	Other carbon stores	Electric vehicles	Operational energy use	Other (describe below)
<p>Additional impacts</p> <p>Upgrades to the Station Parade, Station Square, Station Bridge and the eastern entrance of One Arch car park to improve pedestrian access requires removal of 15 mature trees. These trees in total store 2.6 tonnes of carbon and sequester 0.101 tonnes of CO2 every year. The release of this stored carbon and avoidance of carbon sequestration within the 60 year appraisal period will therefore cause an increase in carbon emissions of 8.7 tCO2e over 60 years. The landscaping planting design is not yet finalised, but at this stage it is planned that the scheme will plant 34 trees. As species have not yet been specified, it is assumed that each tree will sequester on average 0.5 tCO2 over 60 years (Woodland Carbon Code value for a 'typical' tree species). The new tree planting will reduce greenhouse gases in the atmosphere and lead to the sequestration of approximately 17 tCO2 over 60 years. The scheme would therefore have an overall beneficial impact of 8.3 tCO2 on carbon sequestration.</p>					

Slight Adverse	<p>Summary of predicted net-impact</p> <p>Over the scheme's lifetime it is expected that the operational benefits from modal-shift and tree planting will not be sufficient enough to outweigh the adverse impacts related to embodied carbon, changes in general traffic flows and tree loss, as such a Slight Adverse impact on greenhouse gas emissions is anticipated overall. Modal-shift emission reductions however have the potential to be greater than modelled (and offset the traffic re-routing disbenefit) if growth enabled by the scheme, in unison with wider policy and behaviour change, results in greater use of the upgraded pedestrian, cycling and rail infrastructure.</p>
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Inherent carbon mitigation	Construction practice mitigation	Additional mitigation
Further development of landscaping and public realm design, including selection of number and species of tree planting.	Engagement with contractors on sustainable construction practices such as use of sustainable materials (e.g. recycled aggregates) and on-site re-use of materials	Installation of EV charge points in the station car park.



Climate Resilience and Adaption Appraisal

RAC Rating	Comments
Amber	Climate risks partly understood through completion of WSP's Carbon Zero tool through liaison between the project design and environmental teams. Risks such as flooding and failure of landscaping identified as potentially relevant.
Amber	The scheme design incorporates landscaped rain gardens and a 'reflecting pool' that can be used for surface water retention, thereby relieving pressure on the drainage system that will help reduce flood risk under anticipated future climate conditions.
Green	No likely significant environmental effects were identified in the EIA Screening assessment. Climate change is not anticipated to worsen any of these impacts to the extent they become significant.

Opportunities to improve resilience through further action

Options will be considered during the Preliminary and Detailed design stages, subject to further engagement with key stakeholders, to improve surface water drainage through means such as tree pits and drains connected to the proposed 'reflecting pool'. Opportunities also remain to select species within the landscaping design that are more resilient to flooding, scorching, drought conditions and wind destruction. There are also opportunities to shape the design of public realm and street furniture so that it helps provide shade during periods of extreme heat.

Carbon Zero Appraisal Framework - Methodology Statement

Date of appraisal	04/03/2021
Scheme	Transforming Cities Fund – Harrogate Gateway
Stage of design and assurance	Feasibility, Outline Business Case

Carbon Zero Appraisal Framework - Overview

The Carbon Zero Appraisal Framework comprises a compilation of tools and methods developed by WSP to support the appraisal and management of climate change impacts relating to transport developments and improvements. The appraisal provides a summary of the carbon and resilience impacts as determined by an alternative method to traditional, adopted Transport Appraisal Guidance (TAG) methods.

This statement provides an overview of the methodology used to assess the impacts and provides further assurance in relation to the results and outcomes. Further information can be provided on request.

Application to Business Case

An appraisal using WSP's Carbon Zero Appraisal Framework has been prepared as an alternative wider approach to support the strategic case and environmental appraisal. Compared to traditional, adopted TAG methods, the Carbon Zero tool provides a more accurate reflection of the whole-life impact of the scheme on greenhouse gas emissions (referred to as carbon) and considers the resilience of the scheme to changing climate conditions. In doing so it is intended to provide decision-makers with a fuller holistic understanding of how the scheme influences the climate emergency and net-zero targets.

WSP's Carbon Zero Appraisal Framework is not an adopted approach within the current TAG. As such, the impacts quantified through the Carbon Zero appraisal have not been included in the Benefit Cost Ratio (BCR) or Value for Money as part of Economic Case, which instead rely on traditional outputs from tools such as TUBA. The Carbon Zero appraisal instead provides additional, alternative evidence to support the strategic case and environmental appraisal.

Principles of methodology

The following high-level principles have been applied:

- **Whole-life carbon** – the appraisal has considered key aspects of a transport infrastructure scheme's whole-life carbon impact in accordance with categories listed in PAS2080;
- **Quantitative & qualitative** – where data exists and can be proportionately and appropriately applied, quantitative assessment has been undertaken. Non-quantified aspects have been appraised in a qualitative manner; and
- **Reporting net-impact** – the carbon appraisal reports sub-impacts within three summary impact categories: user emissions, embodied carbon and additional impacts. The balance of these impacts (formed by sub-impacts within them) is used to inform an overall conclusion on the net-impact over the scheme lifetime.

Quantitative Appraisal Methodology

Impact Type	Aspect	Input data	Carbon calculation
User emissions	Modal shift	Changes in vehicle kms travelled as calculated through the Active Mode Appraisal Toolkit, and rail demand forecasting. See the Appraisal Specification Report (ASR) for further details on these methods.	GHG emissions relating to this input data were calculated using TAG data on fuel consumption and took into account the proportions of vehicle type, fuel type, forecast fuel consumption parameters, and emission factors.
	Changes in traffic flows, speeds and journey lengths	Outputs from the Harrogate Transport Model for opening year (2023) and future year (2038) in link by link format covering AADT, %HDV, Speed and link length. See the ASR for further details.	GHG emissions of this input data were calculated using TAG data on fuel consumption and took into account the proportions of vehicle type, fuel type, forecast fuel consumption parameters and emission factors. The tool calculates values for modelled years (2023 and 2038) then interpolates emissions in intermediate years. Future year

			values are applied for the remainder of the scheme lifetime (2038 to 2082).
Embodied carbon	Materials and transport	Area of potential resurfacing, new surfacing and new kerbs	Carbon Zero early stage embodied carbon estimation tool. Based on detailed calculations of typical emissions for 1m or 1m ² of kerbs or surfacing types, as determined using Highways England Carbon Tool. Percentage uplifts then added to account for other factors, as referenced in appraisal summary.
Additional impacts	Tree loss	<ul style="list-style-type: none"> Tree survey data iTree Eco Anticipated number of trees lost 	For trees to be removed, the carbon impact was calculated as the total carbon storage of those trees in addition to yearly carbon sequestration over the 60 year appraisal period.
	Tree planting	Proposed number of trees to be planted	Assumed each new tree over 60 years will sequester 0.5 tCO ₂ ; the average annual emissions of a 'typical' tree species in the Woodlands Carbon Code calculation tool over a 60 year lifespan.

Context Metrics

The summary page presents a series of context metrics intended to aid understanding of what the calculated impact in tCO₂e means. These metrics are all derived from the stated total quantified predicted GHG change over the scheme lifetime.

Context metric	Description	Methodology
Trees	The indicative number of trees you would need to plant to remove this amount of carbon from the atmosphere in the same time	Assumed each tree over 60 years will sequester 0.5 tCO ₂ ; the average annual emissions of a 'typical' tree species in the Woodlands Carbon Code calculation tool over a 60 year lifespan.
Trips	Carbon impact is equivalent to this many trips, based on an average trip length of 8.4 miles and average emissions in 2020	Assumes average trip length of 8.4 miles (DfT, National Travel Survey 2019) and average car emissions per km of 131.1 grams CO ₂ e (calculated using TAG data).
Carbon Cost Ratio	The carbon impact per £1mil of scheme cost.	Calculated as: ([predicted carbon impact over 60 years] / [scheme cost]) * 1,000,000.
Carbon value	The monetary value of the predicted carbon impact, based on carbon value scenarios in the Treasury Green Book	Calculated as: [yearly predicted in emissions] * [yearly Green Book carbon value]. Undertaken for each Green Book scenario (High, Medium and Low) for carbon value. Non-traded carbon values used. In all scenarios the Green Book values carbon more highly in future years, so future scheme emission savings are valued more highly.

Difference between Carbon Zero Approach, TUBA and MECs

Tool	Description
TUBA	TUBA uses the number of vehicle kilometres saved/gained as result of a scheme to indicate the subsequent effect on greenhouse gas emissions. It outputs the amount of carbon dioxide, nitrous oxide and methane emitted in accordance with the fuel type split across the vehicle fleet. To do this, TUBA calculates the number of litres of fuel used (or kilowatt-hours of electricity for electric vehicles) based on the distance and the average speed achieved along the length of each trip.
MECs	Marginal External Costs are used when there is not an appropriate trip model and follows guidance provided in TAG Unit 5.4. It is based around the estimated change in car kilometres, the saved car kilometres are then assigned characteristics based on road types, area types and congestion levels. The saved car kilometres are then monetised based on the values given in the TAG data book, A5.4.2. When applied to measure carbon impact of traffic flow changes, this is an aggregated approach that does not consider the detail of diversion routes.
Carbon Zero	For quantifying carbon impact of changing traffic flows, speeds and journey lengths the WSP Carbon Zero tools disaggregate emissions on a link-by-link basis, based on the volume, speed, % HGV and flow of traffic on each section of road. This enables a more detailed insight because it can highlight more choke points than TUBA or MECs where congestion and low vehicle speeds can exacerbate emissions, rather than assuming an average speed for the entirety of a trip.

Equality impact assessment (EIA) form: evidencing paying due regard to protected characteristics

(Form updated April 2019)

Harrogate Transforming Cities Fund proposals: Traffic Regulation Order

If you would like this information in another language or format such as Braille, large print or audio, please contact the Communications Unit on 01609 53 2013 or email communications@northyorks.gov.uk.



যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھیے۔

Equality Impact Assessments (EIAs) are public documents. EIAs accompanying reports going to County Councillors for decisions are published with the committee papers on our website and are available in hard copy at the relevant meeting. To help people to find completed EIAs we also publish them in the Equality and Diversity section of our website. This will help people to see for themselves how we have paid due regard in order to meet statutory requirements.

Name of Directorate and Service Area	Environment – Highways & Transportation
Lead Officer and contact details	Tania Weston tania.weston@northyorks.gov.uk
Names and roles of other people involved in carrying out the EIA	Richard Binks, Head of Major Projects & Infrastructure Previously: Keisha Moore, NYCC; Matthew Roberts, HBC
How will you pay due regard? e.g. working group, individual officer	Project team
When did the due regard process start?	Project initiation – September 2019
<p>Section 1. Please describe briefly what this EIA is about. (e.g. are you starting a new service, changing how you do something, stopping doing something?)</p> <p>A previous EIA looked at the impact of proposed new transport infrastructure under the Transforming Cities Fund in Skipton, Selby & Harrogate and was then updated to take into account the third public consultation for the Harrogate TCF scheme.</p> <p>This latest update considers any potential impacts in relation to consultation on the proposed Traffic Regulation Order (TRO) amendments for the TCF scheme in Harrogate.</p>	

Section 2. Why is this being proposed? What are the aims? What does the authority hope to achieve by it? (e.g. to save money, meet increased demand, do things in a better way.)

The Transforming Cities fund is an initiative funded by Department for Transport aimed at driving economic growth through sustainable and inclusive access to employment and education opportunities. The aim is to deliver an improved Station Gateway in Harrogate (and also Skipton and Selby) with enhanced access for pedestrians & cyclists, balanced with the needs of car users to encourage more people to use public transport and to access public transport by sustainable travel modes. Safety and security for all are also considerations.

Section 3. What will change? What will be different for customers and/or staff?

The proposals seek to make changes to railway stations and the surrounding streets with the introduction of cycle lanes, widening of footways, new one-way traffic flows, and improved public spaces. Users will experience easier, safer and quicker routes to travel by sustainable means. This will encourage more people to travel in this way and open up more opportunities to education, training and employment. The area around the bus and rail stations will feel pleasanter, encouraging people to stay in town longer, contributing to improved spend in the town centre.

The TRO amendments would formalise the proposed alterations to current road regulations in Harrogate town centre, namely:

- Amendments to parking zones, taxi, disabled and loading bays, waiting and loading restrictions
- Amendment to the One Way Order on Station Parade (to extend to Bower Road and introduce an exemption for cyclists)
- Introduction of a northbound One Way on Cheltenham Mount
- Introduction of a Bus Lane on the northern section of Station Parade
- Introduction of a pedestrian zone on James Street

Section 4. Involvement and consultation (What involvement and consultation has been done regarding the proposal and what are the results? What consultation will be needed and how will it be done?)

Public Consultation has been undertaken on proposals for all three towns in addition to stakeholder engagement with other key bodies including:

Network Rail
 Northern Rail/TransPennine Express
 Local Businesses
 Harrogate disability forum
 Civic Societies
 Transport groups, including bus operators, taxi operators and cycle groups
 Mailings to a range of Seldom Heard Groups.

The proposals are at a detailed level of design. Three rounds of public consultation have taken place about the overall scheme. The first round of consultation was designed to understand any early concerns, issues and suggestions in order to incorporate into more detailed design. Second consultations were to understand views about more detailed aspects. The third consultation sought to update, and seek the views of, the public on changes since then.

The first consultation showed support for the principles of the scheme (with more survey respondents feeling very positive, positive or neutral about them than negative). The second consultation showed less support with 56% of respondents feeling negative or very negative about the proposals. The third consultation suggested a move towards more positivity, but indicated mixed views about the scheme, with 46% very negative or negative, 9% neutral and 45% very positive or positive. Answers relevant to the EqIA echo this mixed view of the scheme. 45% were negative in feeling that the scheme would balance the needs and safety of all road users, with 39% positive and 14% neutral. But more people (48%) agreed that it would be “easier and safer for everyone to get around” than disagreed (39%) or were neutral (13%). More people felt that it would encourage more cycling and walking while people also disagreed that it would be more convenient for taxis and loading.

As part of the TRO process there was a further round of consultation (between 9 March and 6 April 2023)

Section 5. What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

The proposals are funded predominantly by the Department for Transport’s Transforming Cities Fund and match contributions of £300k from the former Borough and County Council. Future maintenance will largely reside with North Yorkshire Council, plus other organisations, such as Network Rail where there are impacts on the railway network. It is anticipated that the maintenance impact will be modest as much of the infrastructure replaces older infrastructure. Detailed estimates of benefits and costs will be finalised as part of the Full Business Case.

Section 6. How will this proposal affect people with protected characteristics?	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
Age		x		<p>The average age of the resident population is 41.2 years old. 23.8% of the district population is aged over 65 years old compared to 22.4% nationally (ONS 2017). The district’s population is ageing rapidly; with a forecasted 49% increase in people (17,800) aged over 65 by 2035.</p> <p>New infrastructure has been designed to comply with current best practice standards and legislation facilitating accessibility by all.</p> <p>Whilst some feedback has suggested a concern that those in higher age categories may rely on cars to travel, the proposals retain access and parking. The amount of blue badge parking is being maintained. Whilst there is a reduction in other parking Harrogate town centre is recognised to have more than sufficient parking within or close to the project area.</p>

			<p>Consideration of costs for younger and older populations will be reviewed at Full Business Case stage.</p> <p>The scheme will introduce more benches to provide people with the opportunity to rest if needed or simply enjoy the space.</p>
Disability		x	<p>5.5% of the district’s population (24,628 residents) stated that their day-to-day activities were limited by a physical or mental impairment which has substantial and long term adverse effect on their ability to carry out normal day to day activities (long term = 12 months) compared to 17.6% nationally (2011 Census).</p> <p>New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all, this will provide improved public realm at the heart of the towns – consultation with disability groups on the Harrogate scheme identified key concerns/opportunities as access to toilets, taxis, crossings, surfacing and parking. The project team has considered each element in order to maximise value for disabled town centre users.</p> <p>The proposals include the need to reallocate some town centre parking but the amount of blue badge parking is being maintained.</p> <p>3 taxi spaces are being removed on James Street. It is intended that these will be replaced on the west side of town (outside the project area) to better reflect the town’s needs. An additional taxi space will be provided between the bus and railway stations, This provides a space without requiring station users to cross the street. The design proposals represents improved wheelchair access to taxis.</p> <p>Toilet facilities within the bus and rail station are not within scope but any opportunities will be identified as will potential mitigation options.</p> <p>Specific comments were received with regard to the sharing of space at One Arch and concerns this may impact disabled users, this has been reviewed, with designs that prioritise pedestrians, including wheelchair users.</p>

				<p>Pavements will be widened where possible, with most widths at least 2m and none less than 1.5m. All crossings will have level access raised tables and tactiles. Materials have been selected to provide good levels of visual contrast between pavement, cycle ways and carriageways.</p> <p>Engagement with disability groups will continue throughout the scheme's development and after completion to understand impacts.</p>
Sex	x			<p>New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all. Introducing improved cycle infrastructure as this scheme aims to do has been shown to increase use by those sections of society that feel prevented from cycling. The proposed improved lighting, especially in the One Arch area is likely to improve women's feelings of safety.</p>
Race	x			<p>New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all.</p>
Gender reassignment	x			<p>New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all in improving the perceptions of safety for transgender, gender queer, and non-binary people and communities.</p>
Sexual orientation	x			<p>New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all.</p>
Religion or belief	x			<p>New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all. There are a number of places of worship close to the project area. Improving access generally is likely to improve access for those using these buildings.</p>
Pregnancy or maternity		x		<p>New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all. Wider pavements will provide more space for those walking through the area, whilst public realm enhancements will provide more seating enabling those who need to stop and rest more easily in this area.</p>
Marriage or civil partnership	x			<p>New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all.</p>

Section 7. How will this proposal affect people who...	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
..live in a rural area?	x			<p>The proposals focus on town centres, whilst the towns and the stations service wider rural hinterlands where car travel may be necessary the proposals will not remove the ability to access the town centres and stations by car or park in the near vicinity. If the aims of the project of encouraging shifts to sustainable transport are met, then access for those from more rural areas may improve.</p> <p>The project is unlikely to affect those in rural areas as it will not result in change to public transport provision. It may however, provide a more sustainable opportunity for those at last mile journeys from arrival at the bus or rail station.</p>
...have a low income?		x		Provision of new infrastructure enabling easier lower cost cycling and walking access is anticipated to benefit those on lower incomes who are less likely to access to a car, by providing better access to more opportunities to education, training and employment.
...are carers (unpaid family or friend)?	x			Carers who travel by motor vehicle are anticipated to experience the same impacts to journeys as the rest of the population. It may be that some find that active and sustainable travel modes become easier as a result of the changes.

Section 8. Geographic impact – Please detail where the impact will be (please tick all that apply)	
North Yorkshire wide	
Craven district	
Hambleton district	
Harrogate district	x
Richmondshire district	
Ryedale district	
Scarborough district	

Selby district	
If you have ticked one or more districts, will specific town(s)/village(s) be particularly impacted? If so, please specify below.	
Harrogate town centre will be affected.	

Section 9. Will the proposal affect anyone more because of a combination of protected characteristics? (e.g. older women or young gay men) State what you think the effect may be and why, providing evidence from engagement, consultation and/or service user data or demographic information etc.	
The proposals will not affect those with a combination of protected characteristics more.	
Section 10. Next steps to address the anticipated impact. Select one of the following options and explain why this has been chosen. (Remember: we have an anticipatory duty to make reasonable adjustments so that disabled people can access services and work for us)	Tick option chosen
<ul style="list-style-type: none"> No adverse impact - no major change needed to the proposal. There is no potential for discrimination or adverse impact identified. 	x
<ul style="list-style-type: none"> Adverse impact - adjust the proposal - The EIA identifies potential problems or missed opportunities. We will change our proposal to reduce or remove these adverse impacts, or we will achieve our aim in another way which will not make things worse for people. 	
<ul style="list-style-type: none"> Adverse impact - continue the proposal - The EIA identifies potential problems or missed opportunities. We cannot change our proposal to reduce or remove these adverse impacts, nor can we achieve our aim in another way which will not make things worse for people. (There must be compelling reasons for continuing with proposals which will have the most adverse impacts. Get advice from Legal Services) 	
<ul style="list-style-type: none"> Actual or potential unlawful discrimination - stop and remove the proposal – The EIA identifies actual or potential unlawful discrimination. It must be stopped. 	
Explanation of why option has been chosen. (Include any advice given by Legal Services.)	
<p>At this stage the designs are not considered to have any adverse impacts on people with protected characteristics. The decision to complete a full EIA at this stage was based on feedback as part of the consultation process. This highlighted some areas that need careful consideration at full design stage to ensure that they do not disadvantage those people with mobility related characteristics.</p> <p>As the design process has progressed feedback has resulted in regular review of the designs and amendments to take concerns into account.</p> <p>Additional desk assessment and evidence to accompany the proposed changes are being conducted as part of the Full Business Case development in order to strengthen the confidence in the impacts and mitigations.</p>	

Section 11. If the proposal is to be implemented how will you find out how it is really affecting people? (How will you monitor and review the changes?)
A monitoring plan, including evaluation measures will be developed for approval alongside the final designs as part of the Full Business Case.

Section 12. Action plan. List any actions you need to take which have been identified in this EIA, including post implementation review to find out how the outcomes have been achieved in practice and what impacts there have actually been on people with protected characteristics.				
Action	Lead	By when	Progress	Monitoring arrangements
Review parking changes as part of preliminary design ensuring equivalent provision is available	Project Manager	TRO consultation	Complete	Monthly project team meetings
Ensure any changed taxi parking is equally or more accessible than current if this is required	Project Manager	TRO consultation	Complete	Monthly project team meetings
Identify opportunities for accessible toilet facilities	Project manager	Final design	Complete	Monthly project team meetings
Review proposals to ensure safe segregation of users	Project manager	Final design	Complete	Monthly project team meetings
Engage further with disability groups to maximise opportunities and address concerns	Project manager	End of initial post-completion monitoring	Ongoing	Quarterly

Section 13. Summary Summarise the findings of your EIA, including impacts, 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.

The proposals are at a detailed design stage and have completed three rounds of public consultation in addition to the statutory TRO consultation. The intent of the scheme is to improve accessibility to and within the town centres and the design philosophy has been to comply with current legislation, relevant standards and best practice and to seek to incorporate views received. The action plan developed will be maintained and evolve through the next design phase and subsequent stakeholder engagement and ensure that concerns can be addressed.

Section 14. Sign off section

This full EIA was completed by:

Name: Tania Weston
Job title: TCF Programme Manager
Directorate: Business & Environmental Services
Signature: Tania Weston

Completion date: 17 April 2023

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 21/04/23

Climate change impact assessment

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

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

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

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

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

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

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

Title of proposal	Harrogate Station Gateway Transforming Cities fund
Brief description of proposal	Strategy to create a transport hub around the rail station encouraging modal switch to active travel (walking/cycling) and public transport, while also delivering improved public realm to eastern side of town centre street scene.
Directorate	Environment
Service area	Major Projects
Lead officer	Richard Binks
Names and roles of other people involved in carrying out the impact assessment	Tania Weston
Date impact assessment started	Oct 2021

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.

A full options appraisal was carried out for the project and described in the Outline Business Case which gained approval from host promoting body West Yorkshire Combined Authority (WYCA) in June 2021. This is a large document, available on request.

The optioneering process pursued is described in detail in the Option Assessment Report (OAR) within the OBC. Critical Success Factors and Multi-Criteria Analysis undertaken to develop the short list of options are established. A strategic review of the short-listed options has been undertaken to further refine the scheme options considering the latest LTN1/20 guidance. The short-listed options include a Preferred Option, a More Ambitious Option and a Less Ambitious Option. All three options have been appraised in line with Greenbook and WebTAG guidance compared against a Business As Usual scenario

In line with the scheme's strategic scope, the majority of scheme benefits are related to health and journey ambience benefits for cyclists and pedestrians. The scheme will generate disbenefits for car-borne highway users as a result of prioritising pedestrians' and cyclists' movements at a number of local junctions, the part pedestrianisation of James Street and the reduction in road space on Station Parade

Reflecting on the results, the core scenario demonstrates a "medium" initial BCR of 1.70

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 project has been allocated £11.378m in baseline Grant Funding from the Transforming Cities fund (TCF), administered regionally by WYCA; a further £200k was allocated by Harrogate Borough Council and NYCC £100K bringing total project budget to £11.678m.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	Yes			Strategic context to encourage modal shift to active modes and public transport away from reliance upon private vehicle.	New cycle infrastructure will be compliant with new government standard LTN/120.	Adopt best practice and liaise with bodies such as Active Travel England.
	Emissions from construction		Yes		<p>An early contractor partnership has been established with key social value and environmental considerations applied to tender quality bid in respect materials / construction methodology / plant and local supply chains.</p> <p>The contractor is a member of the Considerate Constructor scheme and has an ambition to achieve net zero by 2030.</p>	During construction materials will be recycled where possible, with measures in place through a management plan to minimise any negative impacts.	
	Emissions from running of buildings				n/a		

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Other</p>				n/a		
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>				n/a		
<p>Reduce water consumption</p>				n/a		
<p>Minimise pollution (including air, land, water, light and noise)</p>		Yes		<p>Air quality carbon assessment modelling shows a neutral effect initially as the uptake of cycling opportunity availed by the new cycle infrastructure is offset by slightly increased vehicle travel times through the town centre due to reallocation of road space; in the medium-to-long term it is determined as modal switch gathers momentum positive air quality benefits will be realised.</p> <p>The TCF scheme would form part of a wider package of active travel measures across</p>	<p>Road space reallocation, for instance in South Parade, which reduces from a dual to single vehicle lane, hence increased journey times, will be offset by introducing new smart traffic signal technology at junctions to maximise efficiencies</p>	<p>Combine the infrastructure works with promotional campaigns to encourage increased cycling / walking and bus use.</p>

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Harrogate to encourage modal shift away from the more polluting forms of travel.</p>						
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>	<p>Yes</p>			<p>The scheme will introduce planting schemes that contribute to sustainable drainage ensuring that water run-off will be reduced, helping to minimise risks around sudden, heavy rainfall.</p> <p>Planting will be chosen to ensure species that can withstand predicted climate changes, with trees to provide shade and natural cooling in what is a hard landscaped part of the town centre.</p>		
<p>Enhance conservation and wildlife</p>				<p>n/a</p>		

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>	<p>Yes</p>			<p>Materials have been chosen to reflect and complement the historic features of the town centre, including widespread use of York stone.</p>	<p>Sourcing of York stone will seek low carbon options wherever possible.</p>	
<p>Other (please state below)</p>	<p>Yes</p>			<p>The project improves the street scene in the town eastern quarter with an improved town square opposite the rail station and pedestrianisation of James Street with high-quality materials and soft landscaping.</p>	<p>Adopt benchmark urban design</p>	<p>Emphasis upon high quality urban realm</p>

<p>Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.</p>
<p>The primary highway infrastructure standard being applied is LTN/120 which introduces new benchmark design to cycle travel infrastructure.</p>

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.

The Harrogate TCF Package is aimed at encouraging investment in the town, supporting aspirations for sustainable economic growth by making it a more attractive place to live, work and visit. In turn, this will stimulate growth and address the key issues associated with a rapidly growing and ageing population and the economic imbalance caused by low value local jobs/economy and a highly skilled/ educated resident population, resulting in less resilient local economy, high levels of cross-boundary commuting and less sustainable travel patterns.

The scheme will deliver sustainable travel accessibility and infrastructure improvements to respond to existing demands on the local transport network which include congestion and journey time unreliability, which adversely impact upon Harrogate's economic performance. There is an opportunity to improve sustainable transport accessibility to reduce these demands and unlock development/growth, whilst also taking full advantage of forthcoming rail franchise improvements, and bus enhancements. By improving the aesthetics of the railway station area, through public realm and townscape enhancements, combined with delivering multi-modal accessibility and connectivity improvements, the proposals will help to deliver 'healthy streets' in the town centre, and unlock growth and development within the town, such as the Station Parade development site located within close proximity to Harrogate Rail station.

The proposed scheme will establish Harrogate rail and bus stations at the heart of the town and the wider district, providing strong links and accessibility enhancements between the town centre, gateway and new developments, acting as a central sustainable travel 'hub'. The package of improvements will drive a shift towards more active and sustainable travel and support enhanced connectivity to employment and education opportunities both locally, and across the wider Leeds City Region. The scheme is anticipated to result in modal shifts towards those modes of travel with the lowest impacts on climate change.

PA 97

Sign off section

This climate change impact assessment was completed by:

Name	Richard Binks
Job title	Head of Major Projects and Infrastructure
Service area	Major Projects and Infrastructure
Directorate	BES
Signature	Richard Binks
Completion date	17/04/2023

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 21/04/23

Walton & Co

Town & Country Planning • Local Government • Compulsory Purchase • Highways

Hornbeam Park Developments Limited

Transforming Cities Fund: Harrogate Station Gateway

Objection

23 August 2022

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OBJECTION
TRANSFORMING CITIES FUND: HARROGATE STATION GATEWAY

OUR CLIENT: Hornbeam Park Developments Limited

SCHEME: Harrogate Station Gateway

COUNCIL: North Yorkshire County Council

WYCA: West Yorkshire Combined Authority

1 INTRODUCTION

1.1 We are instructed by Hornbeam Park Developments Limited (“**Hornbeam**”). This Objection is submitted on behalf of Hornbeam, and relates to the proposed Scheme.

2 TRANSFORMING CITIES FUND

2.1 WYCA was allocated funding made available to city regions through the Department for Transport’s (“**DfT**”) Transforming Cities Fund (“**TCF**”) Tranche 2.

2.2 The TCF is aimed at *“driving up productivity through investments in public and sustainable transport infrastructure in some of England’s largest city regions”*, further aiming to *“support the following cross-cutting priorities”*:¹

2.2.1 Tackling air pollution;

2.2.2 Delivering more homes;

2.2.3 Delivering apprenticeships and improving skills investments;

2.2.4 Encouraging the use of new mobility systems and technology as part of the Future of Mobility Grand Challenge established in the Industrial Strategy.

2.3 The TCF scheme for Harrogate is referred to as “Harrogate Station Gateway” (“**Scheme**”).

3 PREVIOUS CONSULTATION

3.1 Two rounds of consultation have taken place to date:

3.1.1 Round one (February – March 2021) (“**First Consultation**”); and

3.1.2 Round two (October – November 2021) (“**Second Consultation**”).

3.2 The First Consultation focussed upon the potential design options for Station Parade and the adjoining streets. Thereafter the Council and WYCA selected what was considered to be the “favoured” proposal for each area, and the Second Consultation took these proposals forward to a more detailed design, *“relating to the proposals and [explaining] what decisions were made and why”*.

¹ Taken from “Aims of the Fund”, at <https://www.gov.uk/government/publications/apply-for-the-transforming-cities-fund> (accessed 19.08.2022).

4 ISSUES WITH SECOND CONSULTATION

- 4.1 The feedback to the Second Consultation—states that consultees “*raised concerns about possible congestion, air pollution, and impacts on local businesses and taxis*”.²
- 4.2 In addition to the general concerns raised, Hornbeam raised the following, specific, issues with respect to the Second Consultation:
- 4.2.1 The Scheme, as currently proposed, would have a significant negative impact on the tenant businesses operating in central Harrogate;
 - 4.2.2 The part-pedestrianisation of James Street and the reduction of Station Parade to a single carriageway would (either individually or in combination) would have an adverse effect on the town centre from both a highways and public amenity perspective; and
 - 4.2.3 The reduction in vehicular access to James Street would affect businesses that currently occupy the properties on this street. Limiting James Street to pedestrians for the majority of the day will preclude potential customers from having direct vehicular access to the premises located on James Street.

5 JUDICIAL REVIEW

- 5.1 On behalf of Hornbeam, we issued a Letter Before Claim dated 25 February 2022 in accordance with the Pre-Action Protocol for Judicial Review (“**PAP Letter**”).
- 5.2 The matter being challenged was the decision of the CEO of North Yorkshire County Council to submit a Final Business Case to the West Yorkshire Combined Authority and proceed to Implementation of the Transforming Cities Fund programme following public consultation.
- 5.3 The CEO’s decision on 25 January 2022 to (i) proceed to detailed design and to the preparation of a Final Business Case; and (ii) for detail of the Final Business Cases for submission to WYCA be delegated to the Corporate Director Business and Environmental Services in consultation with the Executive Member for Access was vitiated by two errors of law – namely:
- 5.3.1 The unlawful conduct of the Second Consultation; and
 - 5.3.2 The unlawful consideration of the “results” of the Second Consultation.
- 5.4 The proposed grounds of challenge were:
- 5.4.1 The Second Consultation failed to include sufficient reasons for, and information upon, particular proposals to allow those consulted to give intelligent consideration and an intelligent response; and
 - 5.4.2 The Council failed conscientiously to take into account the product of the Second Consultation.
- 5.5 The Council, in response, agreed:
- 5.5.1 Not to implement the CEO’s decision of 25 January 2022 insofar as it related to the Scheme; and
 - 5.5.2 Agreed to undertake a further consultation on the Scheme.

² Taken from “Previous Consultations”, at <https://www.yourvoice.westyorks-ca.gov.uk/harrogate> (accessed 19 August 2022).

6 PUBLIC OPPOSITION TO THE SCHEME

- 6.1 Public opposition to the scheme remains significant. It does not, by any standard, command a majority in favour.
- 6.2 In particular, we note that the following parties have submitted formal representations to the Scheme:
- 6.2.1 Harrogate BID;
 - 6.2.2 Harrogate Chamber of Commerce;
 - 6.2.3 BIRA;
 - 6.2.4 Harrogate Residents' Association;
 - 6.2.5 Granville Road Residents' Association;
 - 6.2.6 Independent Harrogate;
 - 6.2.7 Together with a very significant number of individual objectors – both by way of written representations and by way of petitions.
- 6.3 It is not possible to conclude that public support is generally in favour of the Scheme. It is in fact the reverse.

7 THE THIRD CONSULTATION

- 7.1 The Third Consultation seeks to rectify the defective consultation undertaken by WYCA and the Council during the Second Consultation. Additional documentation made available (which, previously, was not) includes:
- 7.1.1 An updated proposal document, dated July 2022 ("**Proposal Document**");
 - 7.1.2 Traffic Modelling;
 - 7.1.3 Economic Case;
 - 7.1.4 Air Quality Assessment;
 - 7.1.5 James Street User Survey Report (dated 1 November 2021) ("**User Survey Report**");
and
 - 7.1.6 Harrogate Parking Strategy.
- 7.2 Where relevant, these documents are purported to have been updated since the Second Consultation.
- 7.3 In addition, the consultation portal states (**our emphasis**):

"We asked, you said

*In the second round of consultation, you told us that you were worried that closing one lane on Station Parade might cause more congestion. As a result of the design amendments, including changes to the Station Bridge/East Parade roundabout, we have considered what impact the current detailed designs could have on road users and traffic across the town centre [in a technical note] [...]. This uses a 'worst-case' scenario based on pre-pandemic traffic data and did not take into account any benefit from those who may change from private car journeys to walking and cycling. **This shows that whilst there is***

likely to be some negative impacts during the busiest part of the day, the morning and afternoon peaks, they are not expected to cause excessive congestion and are considered acceptable.

Also, you told us that you were worried that there could be a negative impact on local businesses. **We have an economic case that shows improvements to public spaces and improvements for walking and cycling tend to have a positive or neutral economic impact on local businesses. Our survey on James Street suggests that nearly all people would continue to shop here if parking was removed.**

Last time, you told us you were concerned about air pollution in the town. We have reviewed the likely impact of the current detailed designs - you can view the air quality assessment here and the cover note here. This shows that it is still considered that the proposals will have a negligible impact on the area. **We believe the designs will lead to an improvement in air quality through removing traffic from James Street and enabling a shift towards less car use and more use of public transport, walking, and cycling.** If the decision is made to submit a Full Business Case to the West Yorkshire Combined Authority, we will continue to review the air quality assessment throughout the scheme.

We have also:

- Refined the One Arch and Station Square designs
- Refined some junction designs to make it easier to cross, e.g. a puffin crossing on Cheltenham Parade
- Amended designs of the Station Bridge/East Parade roundabout by the Odeon cinema
- Developed further proposals for lighting
- Chosen the designs of benches, bins and so on³

8 GROUNDS OF OBJECTION

8.1 Hornbeam's grounds of objection to the Scheme are set out below.

9 CONSULTATION PROCESS

9.1 It is clear that the Council have, whilst purporting to take into account responses to the First- and Second Consultations, in fact wholly ignored responses received to date. For example, as noted below in paragraph 10.5, the part-pedestrianisation of James Street was the least popular option amongst those initially consulted upon.

9.2 The Third Consultation re-publishes for the most part the documentation which was not previously made available as part of the Second Consultation. The Third Consultation has not, therefore, materially been updated, and fails entirely to take into account both the outcomes of the First- and Second Consultation, and the concerns raised within the PAP Letter.

³ Ibid.

10 PEDESTRIANISATION OF JAMES STREET

- 10.1 The pedestrianisation of James Street is entirely peripheral to the purported aims of the overall Scheme.
- 10.2 Currently, James Street not only serves as a popular retail street, but it also serves as an important alternative route to the one-way Harrogate Town Centre gyratory (“**Gyratory**”) to those wishing to avoid circumnavigating the full extent of the Gyratory.
- 10.3 The closure of James Street to full-time traffic will result in more traffic—rather than less traffic—using the Gyratory. It will also result in more traffic using Princes Street and Princes Square before emerging onto Victoria Avenue.
- 10.4 We reiterate at this juncture that, as part of the Second Consultation, the previous version of the Proposal Document stated that “*You said, we did!*”, and that “*three options [were presented] along James Street. We have progressed with a part-time pedestrianisation option, creating more space for trees, planting and seating*”. This statement is wholly misleading, as the Proposal itself admits that part-time pedestrianisation was the least popular option presented as part of the initial consultation. The only justification for the public’s opinion effectively being ignored in this regard is due to funding deadlines.
- 10.5 In order to avoid any risk of delay to the delivery of the Scheme and in spite of the overwhelming public sentiment to the contrary, the Council have continued to pursue this option.
- 10.6 Given the failure to properly take into account responses received by the Council during previous rounds of consultation, the decision to proceed with a solution which is unsatisfactory in every respect is illogical, and once again represents a failure by the Council conscientiously to take into account the product of the consultation undertaken to date. We refer to paragraphs 11.2 – 11.4 inclusive in this regard.

11 ECONOMIC CASE

- 11.1 The consultation portal states:

“[The] economic case that shows improvements to public spaces and improvements for walking and cycling tend to have a positive or neutral economic impact on local businesses.”

- 11.2 In *R v North and East Devon Health Authority, ex parte Coughlan*⁴ Lord Woolf MR stated:

*“To be proper, consultation must be undertaken at a time when proposals are still at a formative stage; it must include sufficient reasons for particular proposals to allow those consulted to give intelligent consideration and an intelligent response adequate time must be given for this purpose; and the product of consultation must be conscientiously taken into account when the ultimate decision is taken.”*⁵

- 11.3 *A failure to disclose information/material may lead to an unlawful consultation. In R (Law Society)*

⁴ [2001] QB 213.

⁵ *Ibid* at 213.

*v Lord Chancellor*⁶ Leggatt LJ and Carr J stated:

*[...] in judging whether non-disclosure of particular information made a consultation process so unfair as to be unlawful, relevant considerations [...] include; (1) the nature of the potential impact of the proposal put out for consultation; (2) the importance of the information to the justification for the proposal and for the decision ultimately taken; (3) whether there was a good reason for not disclosing the information; and (4) whether consultees were prejudiced by the non-disclosure.”*⁷

11.4 In *R (British Academy of Songwriters, Composers and Authors) v Secretary of State for Business, Innovation and Skills*⁸ Green J stated:

*“The fourth ‘Sedley’ principle is that the product of consultation must conscientiously be taken into account by the decision-maker. This reflects two broader principles (which apply also outside the context of consultations). First, a decision must be based on a reasonable or rational view of the evidence it is said to be based upon. [...] The second broader principle is that the outcome of the consultation must not be predetermined. If it is then the decision-maker will not have acted ‘fairly’ (the leitmotif of the principle governing consultations) and will not have ‘conscientiously’ taken into account the evidence.”*⁹

11.5 In comparison with the Economic Case put to the Committee on 25 January 2022, there has been no substantive—only non-material—amendments thereto. It differs only stylistically, and adds no new evidence to support the economic basis for the scheme. In particular the Economic Case:

11.5.1 Remains partial – it is a document drafted by officers which argued the case for the Scheme;

11.5.2 Remains littered with unsubstantiated assertions throughout; and

11.5.3 Fails entirely to evidence any consideration of the of the consultation responses whatsoever from business owners, members of the public and interest groups/associations who will be significantly and negatively affected by the Scheme.

11.6 The Economic Case is prepared with the aim of undermining the views the public possess of the Scheme, due to its partiality and lack of substantive evidence.

12 JAMES STREET – DEFECTIVE USER SURVEY REPORT

12.1 The consultation portal states:

“Our survey on James Street suggests that nearly all people would continue to shop here if parking was removed.”

12.2 The User Survey Report has been made available to consultees during the Third Consultation. It was not made available during the Second Consultation.

⁶ [2018] EWHC 2094 (Admin).

⁷ Ibid at [73].

⁸ [2015] EWHC 1723 (Admin).

⁹ Ibid at [168].

- 12.3 The User Survey Report states at paragraph 1.2 that “[t]he surveys were conducted on two consecutive weekdays, Wednesday 6th and Thursday 7th October 2021 between 09:00 and 17:00”.
- 12.4 Whilst this was not a period of nationwide lockdown, it is obvious that shopping patterns had not returned to normal at this point in time given the ongoing Covid-19 Pandemic. Given the impact that the Covid-19 Pandemic had on consumers’ shopping patterns, these surveys must be repeated to affirm the results, so the results are reflective of the relatively normal conditions which have now returned.
- 12.5 With regard to the surveys undertaken, no attempt was made to survey the usage of loading bays, taxi ranks or disabled use of the pay and display parking spaces. The survey, it seems, is aimed purely at those either generally shopping in James Street or using the pay and display parking spaces thereon.
- 12.6 Furthermore, no attempt has been made to identify the use of the loading bays by the retailers during business hours (the loading bays are in force from 8.00 am to 6.00 pm) and no attempt has been made to identify the use of the taxi rank spaces or use of the pay and display spaces by disabled users, who will find the loss of the on-street parking spaces more of an inconvenience.
- 12.7 James Street runs from its western end at its junction with Cambridge Street, to its eastern end at its junction with the A61 Station Parade. The pedestrianisation scheme applies only to the eastern section of James Street (i.e., between its junction with Princess Street and Station Parade), however no attempt was made in the surveys to differentiate between these two sections of James Street. Due to the differing nature of retail outlets on James Street, there will likely be differences in the nature of parking which takes place along its the length. For example, short stay parking is likely to be more prevalent around the banks.
- 12.8 Over 98% of those surveyed who currently park in James Street indicated that they would continue to park elsewhere in Harrogate after the scheme was introduced. However, of those surveyed, paragraph 4.5 of the User Survey Report confirms that up to 18% of those currently parking in James Street would look to park elsewhere, and take their business elsewhere. This effectively represents up to 1/5th of current shoppers on James Street.
- 12.9 A loss of up to 1/5th of the shoppers on James Street cannot reasonably be considered to be *de minimis* – one can reasonably conclude that such a loss would be significant to the traders, especially given the prolonged and ongoing recovery from an extended period of national lockdowns in response to the Covid-19 Pandemic.
- 12.10 The Council’s assertion that pedestrianisation will be wholly beneficial to traders is incorrect for two main reasons:
- 12.10.1 The User Survey Report itself expressly states that up to 1/5th of shoppers on James Street will park elsewhere and take their business elsewhere; and
- 12.10.2 It is based upon case studies in cities which cannot reasonably be regarded as comparable to the Scheme, as noted, for example, in paragraphs 3 and 7 of the

13 TRAFFIC MODELLING – DEFECTIVE METHODOLOGY

- 13.1 The traffic modelling undertaken and made available as part of the Third Consultation has been based upon a very tight screen line. It will not identify the wider reassignment of traffic resulting from the narrowing of Station Parade from two lanes to one.
- 13.2 The risk in this regard is that traffic will make earlier reassignment decisions. Therefore, traffic flow and resultant congestion will occur in places beyond the screen line and will not be accounted for or identified in the modelling process.
- 13.3 It is acknowledged that the decreases in traffic flows on Station Parade, Cheltenham Parade and Station Bridge are relatively modest, as the reduction in capacity that is being delivered by the scheme, and consequently the increases in traffic flows on alternative routes is also comparably modest.
- 13.4 However, given that the Parking Strategy Report recognises Station Parade as being one of the busiest roads in Harrogate, it is confounding that the Scheme, which effectively halves the capacity on Station Parade, results in such modest reassignment of traffic.
- 13.5 We consider that the more strategic reassignment of traffic from the model is being missed due to the insufficient screen line. The modelling must therefore be reviewed in order to evaluate the wider impacts of the Scheme on the road network.

14 TRAFFIC MODELLING SUMMARY – NO MATERIAL BENEFITS

- 14.1 The deficiencies in the scope and extent of the modelling notwithstanding, it is acknowledged by WSP in the Traffic Modelling Summary Technical Note (dated 3 September 2021) and on the Third Consultation portal that the Scheme will result in some additional delay and some reassignment of traffic away from the Gyratory. The Gyratory will continue to operate in its current form in spite of this reassignment and the reduced capacity.
- 14.2 Traffic will continue to present a barrier to the movements between the Harrogate Railway- and Harrogate Bus Stations and Harrogate Town Centre, with signalised crossing points being required.
- 14.3 In that context, it is clear that the perceived benefits of the Scheme (and the modest improvements for pedestrian and cycling access that will result) simply do not outweigh the negative impacts of the Scheme brought about due to increased congestion.

15 CYCLING BENEFITS OF THE SCHEME

- 15.1 The Proposal Document contains a number of plans prepared by WSP. The plans show a number of areas to be laid out as Cycle Routes.
- 15.2 The Cycle Routes proposed are disjointed and do not appear to form part of a comprehensive Cycle Network to provide cohesive routes through the town centre. For instance:
 - 15.2.1 The proposed routes appear to terminate at the junction between Station Parade and Victoria Avenue, meaning that ongoing progression to or from the south would need to

be on road with no dedicated cycling facility;

15.2.2 To the south of Harrogate Train Station, one-way cycle lanes are provided on both sides of Station Parade, whilst to the north of the Harrogate Train Station past the bus station only a two-way cycle lane is provided on the east side of Station Parade;

15.2.3 On both Cheltenham Parade and also at the Station Parade junction with Bower Road, only an eastbound cycle lane is provided. This does not appear to tie in with the facilities provided on Station Parade. Meanwhile the opportunity to improve cycling infrastructure along East Parade appears to have been dropped as it risks the delivery of the scheme within the prescribed timeframe and increases the impact of the scheme on the Harrogate's road network.

15.3 Paragraph 2.6 of the Economic Case states as follows:

“The Station Gateway scheme could help unlock development through the improved gateway arrival/departure, resulting in increased employment and housing supply, whilst also reducing the impact of transport on the environment and congestion levels through enabling greater opportunities to travel by foot and bike locally, and by public transport regionally.”

15.4 The lack of Cycle Route cohesion across the entire Scheme brings into question whether the Scheme will in fact *“enable greater opportunities to travel [...] by bike”* at all. Contrary to Paragraph 2.7 of the Economic Case, no evidence has been adduced by the Council to confirm the way in which the Scheme *“links to a wider strategic plan of active travel interventions”* to link to nearby settlements. Any benefit to be enjoyed by cyclists will undoubtedly geographically be limited to Harrogate Town Centre only, and any such benefit will practically be limited by the disjointed nature of the routes being provided.

16 VIABILITY ANALYSIS

16.1 The viability analysis for the Scheme should be made available.

16.2 In any event, however, what is known is that since the Covid-19 Pandemic, the current economic climate and increased demand on construction materials and labour, significant increases in the cost of civil engineering and road construction schemes have been experienced nationwide.

16.3 Data from the Office of National Statistics indicates that since March 2020 to June 2022 the costs of all construction projects has gone up by 16%. This figure continues to rise.

16.4 It is clear therefore that delivering the high-quality materials that are proposed as part of the Scheme is going to be very difficult, and without further evidence, not deliverable.

16.5 In the absence of a cost benefit analysis having been prepared (or having not been updated in light of the issues set out above), we consider that the same ought to be prepared as a matter of urgency to demonstrate the continued viability of the Scheme.

17 TRAFFIC CROSSINGS BETWEEN THE STATION AND HARROGATE CITY CENTRE

17.1 It is unclear to what extent the footway between Harrogate Train- and Harrogate Bus Stations can be widened as a consequence of the Scheme.

- 17.2 Two of the Scheme's key aims are to create a "Gateway" to Harrogate, and to improve access to, and between, the transport hubs. However, access between the Train Station and Bus Station will still be along Station Parade, in front of Station Parade Car Park (albeit flanked on the western side by a new two-way footway).
- 17.3 The Scheme cannot be regarded as a true "Gateway" scheme, as any "improvements" to the areas linking Harrogate Train- and Harrogate Bus Stations to Harrogate Town Centre are at best superficial. The Scheme does not provide a comprehensive pedestrian and non-vehicular access solution due the continued presence of traffic along Station Parade. Furthermore, the maintenance of a southbound traffic flow along Station Parade still necessitates the use of signalised crossings on Station Parade between the Train Station, the Bus Station and Harrogate Town Centre.
- 17.4 Although the crossing points are being widened (and, in crossing width, narrowed), they have been retained in their existing locations. Consequently:
- 17.4.1 Visitors will still be directed to Harrogate Town Centre via the service road for the Victoria Shopping Centre, rather than the improved James Street or the already-pedestrianised Cambridge Street; and
- 17.4.2 On an objective analysis, one of the main aims of the Scheme (and, therefore, the premise on which the TCF funding was provided) has not been demonstrated.

18 IMPACT ON THE CONSERVATION AREA

- 18.1 We note that a number of planning applications will be required. These planning applications will plainly impact upon Listed Buildings and / or the Harrogate Conservation Area.
- 18.2 Section 7(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("**PLBCA**") states *inter alia* in respect of works affecting listed buildings that "*no person shall execute or cause to be executed any works for the demolition of a listed building or for its alteration or extension in any manner which would affect its character as a building of special architectural or historic interest, unless the works are authorised*".
- 18.3 Section 72(1) PLBCA states *inter alia* in respect of Conservation Areas, that "*[i]n the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.*"
- 18.4 It is a requirement of local and national policy¹⁰ that:
- 18.4.1 Applicants should ensure that proposals affecting a heritage asset, or its setting, protect or enhance those features which contribute to its special architectural or historic interest;¹¹
- 18.4.2 Applicants should ensure that proposals affecting a conservation area protect and, where appropriate, enhance those elements that have been identified as making a positive

¹⁰ As set out within the Harrogate District Local Plan 2014-2035 and the National Planning Policy Framework (July 2021).

¹¹ Harrogate District Local Plan, Policy HP2.

contribution to the character and special architectural or historic interest of the area and its setting;¹²

18.4.3 When considering the impact of a proposed development on the significance of a designated heritage asset¹³, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.¹⁴

18.5 Given the statutory duties and policy requirements set out above, together with the nature of both the Listed Buildings and the Conservation Area located in the vicinity of the Scheme, proper consideration of the impacts of the Scheme must be undertaken in order to assess the overall harm to the Listed Buildings and / or the Conservation Area. Accordingly, a decision in relation to the overall Scheme cannot be taken until these impacts have been assessed.

18.6 We are also concerned having regard to the increasing costs of the Scheme that economies will need to be made in order for the Scheme to remain in-budget. Any such economies will only serve to be to the detriment of the quality of the materials which will be used, which will inflict further harm to the Listed Buildings and / or the Conservation Area.

19 COST BENEFIT ANALYSIS

19.1 We understand that a cost benefit analysis will have been prepared for consideration by DfT / WYCA, in order to evaluate the Scheme.

19.2 We would expect such analysis to be made available for consideration in the consultation process. There is, clearly, a significant question mark over a decision to take the Scheme forward, having regard to the alleged "benefits" of the Scheme, which are marginal to non-existent.

20 CONCLUSION

20.1 The overarching vision for Leeds City Region's TCF programme is "*connecting people to economic and education opportunities through affordable, sustainable transport, boosting productivity and helping to create cleaner, healthier and happier communities for the future*".

20.2 The Scheme fails to demonstrate how it would realise this vision for the reasons set out above.

23 August 2022
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¹² Ibid.

¹³ Annex 2 to the National Planning Policy Framework confirms that a Conservation Area falls under the definition of a "Designated Heritage Asset" for the purposes of the Framework.

¹⁴ §199, National Planning Policy Framework.

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