

Meeting of Harrogate and Knaresborough Area Committee

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

Date: Thursday, 12th September, 2024

Time: 10.00 am

Venue: Council Chamber - Civic Centre, St Luke's Avenue, Harrogate, HG1 2AE

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AGENDA

1. **Apologies for Absence**
2. **Minutes of the Meeting held on 30 May 2024** (Pages 5 - 14)

To confirm the minutes as a correct record and to be signed by the Chair.

3. Declarations of Interest

All Members are invited to declare at this point any interests they have in items appearing on this agenda, including the nature of those interests.

4. Public Participation

Members of the public may ask questions or make statements at this meeting if they have given notice (including the text of the question/statement) to Edward Maxwell of Democratic Services (contact details below) by midday on Monday 7 September. Each speaker should limit themselves to 3 minutes on any item. Members of the public who have given notice will be invited to speak:

- At this point in the meeting if their questions/statements relate to matters which are not otherwise on the Agenda (subject to an overall time limit of 30 minutes).
- When the relevant Agenda item is being considered if they wish to speak on a matter which is on the Agenda for this meeting.

If you are exercising your right to speak at this meeting, but do not wish to be recorded, please inform the Chair who will instruct anyone who may be taking a recording to cease while you speak.

5. Receipt of Petition "to Reconsider the Plans to Require Knaresborough Market Traders to Self-Erect their Stalls, and Preserve a Beloved Local Landmark" (Pages 15 - 18)

To advise of a petition containing more than 500 signatures which has been received by North Yorkshire Council, and to ask the Area Committee to consider a response.

6. Economic, Regeneration, Tourism and Transport Project Development Fund for the Area Committees (Pages 19 - 60)

Members to receive an update following the previous allocation of funding under the Economic, Regeneration, Tourism and Transport Project Development Fund, and to present completed Project Scoping Forms for three projects from the longlist and seek endorsement for two of these projects from the Harrogate and Knaresborough AC.

7. Update on the Gully Cleaning Schedules in the Harrogate and Knaresborough AC Area (Pages 61 - 74)

To receive an update on the gully cleaning schedules in the Harrogate and Knaresborough area, from April 2024 to August 2024.

8. Harrogate and Knaresborough Active Travel Update (Pages 75 - 92)

To receive an update on progress to date on the delivery of Active Travel schemes within Harrogate and Knaresborough.

9. Appointment to Outside Bodies - Position Statement (Pages 93 - 96)

Members to receive a report on the current position regarding Council appointments to Outside Bodies in the Harrogate and Knaresborough area.

10. Work Programme Report (Pages 97 - 110)

- a) to ask Members to consider the Committee's work programme and amend it as required.
- b) to inform Members and the public of work undertaken since the last Committee meeting, including informal meetings and working group sessions.

11. Date of Next Meeting

Thursday 28 November 2024, at 10:00, in the Council Chamber, Harrogate Civic Centre,
St Luke's Avenue, Harrogate, HG1 2AE.

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

Wednesday, 4 September 2024

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North Yorkshire Council

Harrogate and Knaresborough Area Constituency Committee

Minutes of the meeting held on Thursday, 30th May, 2024 commencing at 10.00 am at Harrogate Civic Centre.

Present: Councillors Chris Aldred, Philip Broadbank, Sam Gibbs, Hannah Gostlow, Michael Harrison, Paul Haslam, Peter Lacey, Mike Schofield, Monica Slater, Andrew Timothy, Matt Walker and Robert Windass.

In attendance: Councillors Carl Les, OBE and Arnold Warneken

Officers present: Joe Varga, Senior Policy and Delivery Officer, Rebecca Micallef, Economy Officer, Heather Yendall, Improvement Manager, Jasmin Gibson, Improvement Project Delivery Manager, Melisa Burnham, Area Manager, Highways & Transportation, Area 6 (Boroughbridge), Liz Meade, Communities Area Manager, Central Area, Angela Crossland, Head of Healthier Lives, Communities and Economy, Public Health; Matt Roberts, Economic & Regeneration Project Manager, Major Projects Team; Paul Preston, Senior Democratic Services Officer and Edward Maxwell, Senior Democratic Services Officer.

Other Attendees: 1 member of the public; 1 press.

Apologies: Councillor John Mann

Copies of all documents considered are in the Minute Book

60 Election of Chairperson

Paul Preston (Senior Democratic Services Officer) opened the meeting and sought nominations for the Chairmanship.

Resolved:

That Councillor Monika Slater be appointed to the Chair for the of the 2024/25 Municipal Year.

Councillor Monika Slater in the Chair.

61 Minutes of the Meeting held on 14th March, 2024

Resolved:

That the Minutes of the meeting held on 14 March 2024, having been printed and circulated, be taken as read and be confirmed and signed by the Chairman as a correct record, subject to the following correction:

That the apologies from Councillor Michael Harrison were added to the apologies received.

62 Election of a Vice-Chair

Nominations were sought for the Vice-Chairmanship.

Resolved:

That Councillor Peter Lacey be appointed Vice Chair for the 2024/25 Municipal Year.

63 Apologies for Absence

Apologies from Councillor John Mann were noted.

64 Declarations of Interest

There were no declarations of interest.

65 Public Participation

The following statement was submitted to the Committee, and read out by Hazel Peacock:

The Oatlands and Pannal Ash Road Safety and Active Travel Campaign is delighted the 20mph scheme is now at the design stage, with consultation starting in June. We thank the Highways team wholeheartedly.

There are some important remaining parts of the scheme which we would like to be included, which we hope you can assist us, in getting over the finish line.

Can officers help with answering some points of clarification, for our understanding? Are you able to outline the criteria in the classification and consideration of Hookstone Road, Hookstone Drive, Leadhall Lane and Otley Road, which are not included with reduced speed limits of 20mph? We would very much like to see them, included.

- *These roads are all “Category 3b roads” in Table 1, in Appendix B; Oatlands Drive, is proposed as 20mph, but the others mentioned, remain at 30mph.*
- *What was the process for the inclusion of Oatlands Drive as 20mph, but not Hookstone Road, given the traffic volume data captured in December 2023 and supplied to us for Hookstone Road is 6,392 per day, so lower than Oatlands Drive, which is 7,286 per day (as listed in Appendix B).*

With a high density of public amenities on and just off Hookstone Road and Hookstone Drive, 4 schools, a college, a nursery and pre-school, a playing field, a business park, train station used by 893 passengers per day and the largest stand-

alone M&S Food Hall in the UK, with approximately 23,000 customers per week, safety is of paramount concern and the urban characteristics of the road a key consideration.

As you are all aware, there is continued concern about safety from local head teachers (who all support 20mph on this road), parents and local residents. This was detailed in a submission of statements to NYC citing concerns, near misses and incidents on Hookstone Road following the collision at the Hornbeam station crossing in January and the subsequent site visit with officers.

The crossing at the station bridge and by Rayleigh Rd and, the inadequate pedestrian provision on the Crimble Beck Bridge, are also of particular concern.

Finally, Appendix C states it is the view of officers that “none of the recommendations would have any adverse impacts on any of the protected

characteristics identified in the Equalities Act 2010". Please can officers outline the process in considering the equality impacts of not recommending, a reduction in limits to 20mph on Hookstone Road, Hookstone Drive, Otley Road and Leadhall Lane? Particularly for age, given over 9,000 school children attend schools or college situated on and off these roads, every school day.

Thank you, for your assistance and ongoing support.

The following response was read in response by Heather Yendall (Improvement Manager):

The report being presented to the Area Constituency Committee today is intended to set out timescales for the previously agreed 20mph schemes across the south and west of Harrogate, not to discuss which streets are included within this proposal.

However, to answer the questions put forward Hookstone on free parking is generally Road, Hookstone Drive and Otley Road are category 3a roads and Leadhall Lane is a category 3b. The descriptions for these categories of road are included in the table below for reference.

| Category | Hierarchy Description | Type of Road General Description | Description |
|-----------------|------------------------------|--|--|
| 3a | Main Distributer | Major Urban Network and Inter-Primary Links. Short – medium distance traffic | Routes between Strategic routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety. |
| 3b | Secondary Distributer | B and C class roads and some unclassified urban routes carrying bus, HGV and local traffic with frontage access and frequent junctions | In residential and other built up areas these roads have 20 or 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On-street parking is generally unrestricted except for safety reasons. In rural areas these roads like the larger villages, bus routes and HGV generators to the Strategic and Main Distributer Network. |

The function for both Hookstone Road and Drive is to provide a link between Wetherby Road and Leeds Road and also is a key link to the Harrogate Business Park. Because of this use the introduction of a full 20mph limit is not appropriate in line with the policy for the implementation of 20mph schemes.

In regard to Appendix C, the Equalities Impact Assessment for this report was produced alongside what is being presented to members today outlining the timescales for proposed implementation. The process for both installing a reduced speed limit and installing traffic calming will be subject to consultations with the public where the impact of protected characteristics will be assessed.

The Chair advised that a written copy of the response would be circulated to the speaker and to members.

66 Examiner's report on the Pannal and Burn Bridge Neighbourhood Plan

Joe Varga (Senior Policy and Delivery Officer), presented a report outlining the Examiner's Report on the Pannal and Burn Bridge Neighbourhood Development Plan and seeking the views of the ACC, in order to inform a future meeting of the Executive which is required to decide whether the Plan meets the basic conditions and can proceed to a referendum. The report sets out the independent examiner's judgement on whether the Plan meets the basic conditions and other legal requirements and can proceed to a referendum; or can meet these requirements and proceed, subject to specific modifications being made. The examiner concludes that, subject to a series of proposed modifications being made, the plan meets the necessary requirements and should proceed to a referendum.

Members thanked officers for the report, and praised the work of the parish council in preparing a Plan that addresses all aspects of future development in a thorough manner. When considered at a future Executive meeting, it was hoped that the Executive will agree the Examiner's findings and progress the Plan to a referendum.

Councillor Michael Harrison asked how the Plan would interact with the county-wide Local Plan, which was in the early stages of development, in the event of conflicting priorities or policies. Officers confirmed that, to meet the basic conditions, a Neighbourhood Plan needs to be in general conformity with the strategic elements of the Local Plan in place, in this case the Harrogate District Local Plan 2014-2035, but may take a different approach on detailed policy matters. Where an adopted Local Plan and an adopted Neighbourhood Plan have conflicting policy requirements on detailed matters, it is the most recently adopted policy that would apply. Work to prepare a new Local Plan for North Yorkshire is at a very early stage but, in time, this will replace the strategic context provided by the Harrogate District Local Plan. If the new overarching strategies are significantly different to current ones, there may be implications for the applicability of a Neighbourhood Plan policy that is in direct conflict, however, the potential for this arising can be identified as the new Local Plan is prepared, and the parish council may wish to consider preparing an update to the Neighbourhood Plan to follow Local Plan adoption. While this may arise for particular policies, it is important to highlight that, in practice, many Neighbourhood Plan policies cover issues in such detail that they are capable of enduring despite changes to the overarching strategies in Local Plans.

Resolved:

That:

- i) The examiner's report, presented at Appendix A, on the Pannal and Burn Bridge Neighbourhood Development Plan, presented at Appendix B, be noted;
- ii) That the Committee recommend that the Executive to agree the following recommendations included in that report:
 - 1) That all 35 modifications to the Plan recommended by the Examiner as necessary for the Plan to meet the basic conditions and other necessary requirements are accepted.
 - 2) That, subject to the recommended modifications being made, the Plan meets the basic conditions and other necessary requirements.
 - 3) That the Plan, as amended by the recommended modifications, should proceed to referendum.
 - 4) That the voting area for the referendum should be the neighbourhood area designated by the former Harrogate Borough Council on 10 August 2017

(the parish of Pannal and Burn Bridge).

- iii) That the Committee recommend that the Executive approve and publish the Regulation 18 Decision Statement presented at Appendix C, which sets out the information in the points above.

67 Harrogate and Knaresborough ACC - £50k per ACC Seeding Fund Pot for Economic Development

Rebecca Micallef (Economy Officer) presented a report updating the Committee on the status of project ideas for the Economic Regeneration, Tourism and Transport Project Development Fund. Members reviewed the completed Project Scoping Forms for the three priority projects.

Members thanked officers for their work in compiling the Project Scoping Forms, and expressed a desire that these be translated into active projects as soon as possible so that the community could feel the benefit as soon as possible.

Ongoing congestion and pollution issues around Starbeck Level Crossing in Harrogate were also highlighted, and members noted the work which had already been undertaken by the former North Yorkshire County Council in 2019 to assess barrier times, and the officers' update that further information was required to determine whether ACC fund could be used to support future modelling work.

Members expressed a desire for a further informal scoping session, which had been successful in progressing the priority projects, to take place before the next meeting of the Committee.

Resolved:

That the Committee:

- i) endorse the Project Scoping Forms for the following projects:
 - 1) Decarbonising Knaresborough Wellbeing Hub
 - 2) Harrogate Cycling Infrastructure Plan: Corridor 2
 - 3) A59 Harrogate to Knaresborough missing link
- ii) request that the agreed Scoping Proformas are presented to the Corporate Director (Community Development) for the relevant projects to be funded from the Harrogate and Knaresborough Area Constituency Committee budget allocation
- iii) hold a further informal session to consider which additional 'potential priority' or 'possible' proposed schemes to progress and undergo a more detailed project scoping process.

68 Update on the 20 mph Implementation (West/South West Harrogate)

Heather Yendall (Improvement Manager) presented a report updating members on the status of proposed 20mph speed limits in the south and west of Harrogate, following the conclusion of the 20mph speed limit review. Members were briefed on the speed surveys undertaken to date, and an outline of the proposed next steps to seek public feedback on draft TROs, ahead of the commencement of works. Officers advised that public objections to the draft TROs would require a further report to the ACC, since the areas for the proposed 20mph limits covered multiple divisions.

Members thanked officers for the report and congratulated the Highways team for their

work. Councillors Haslam and Gostlow asked what the impact of a 20mph limit would be on Hookstone Road. Officers responded that as a key link road between Weatherby Road and Leeds Road, which was used by a range of vehicles including HGVs and buses, a 20mph limit there would require extensive traffic calming measures that would have additional adverse impacts and would not be consistent with current policy. Councillors Lacey and Warneken asked whether the impacts could be looked at by officers in more detail, to determine whether the policy could be amended to allow a 20mph limit to be considered.

Councillor Harrison disagreed and argued that such amendments to the policy would delay implementation of the scheme.

Resolved:

That the Committee:

- i) note the contents of the report.
- ii) ask officers to prepare an options appraisal report, considering the impacts of varying the policy to implement temporary or permanent speed limit reductions on Hookstone Road, along with impact assessments for each course of action, to be brought to a future meeting of the ACC.

69 Order of Business

The Chair announced that, subject to the agreement of the Committee, Agenda Item 14 (Harrogate Station Gateway) would be considered next.

70 Harrogate Station Gateway - progress report and composition of the Working Group

Matt Roberts (Economic and Regeneration Project Manager) delivered a verbal update to members on the progress of the Harrogate Station Gateway project. The project, whose aim was to enhance sustainable access to Harrogate Station, had faced and overcome a number of challenges and the business case had been approved earlier in 2024. Currently, an ambitious timescale was being followed which would see a detailed design by August 2024, followed by contractor pricing with a view to beginning construction in 2025. Engagement with local businesses to mitigate potential impact from the work was ongoing.

Councillor Aldred thanked officers for the update, explaining that he felt it was important for it to be held in a public meeting so that the progress could be reported openly. It was important for the Harrogate Station Gateway Working Group to meet soon and drive the project. Members had initially wanted the five-member working group to be politically balanced, but since the proportionality calculations would have allowed for no Independent members to be part of the group, instead a membership was agreed which allowed for representation from all parties and independents.

Councillor Matt Walker asked about the money which had been spent on consultants, and officers advised that now the design elements had been finalised and agreed, there were no further anticipated consultancy costs.

Resolved:

That the Committee:

- i) Note the update.

ii) Appoint the following members to the Harrogate Station Gateway Working Group:

- 1) Councillor Chris Aldred
- 2) Councillor Sam Gibbs
- 3) Councillor Hannah Gostlow
- 4) Councillor Paul Haslam
- 5) Councillor Robert Windass.

Note:

Following the conclusion of this item, Councillor Harrison left the meeting. The Chair adjourned the meeting for a short break at 11:25. The meeting reconvened at 11:42.

71 Otley Road Sustainable Transport Measures - West of Harrogate (Update)

Jasmin Gibson (Improvement Project Delivery Manager) presented a report updating members on the proposed package of measures for the Otley Road Sustainable Transport Measures for West of Harrogate, since the last update to the September 2023 meeting of the Committee. Members were informed that design works for ten schemes were in development, and initial costings were provided but that these were subject to a more detailed costing assessment once design and consultation exercises had been undertaken.

Councillors thanked officers for the reports and highlighted the need for measures to support cyclists. Councillor Chris Aldred highlighted specific proposals, which officers advised could be considered to determine their feasibility, with updates coming to a future meeting of the Committee:

- i) Implementation of a toucan crossing at the junction of Otley Road and Cold Bath Road, linking into the Otley Road cycleway.
- ii) Implementation of a zebra crossing at Green Lane near Ashville College.
- iii) Reallocation of the £10,000 allocated for signage upgrades to other projects, where the signage was already deemed to be adequate.

Resolved:

That the report be noted.

Note:

Following the conclusion of this item, Councillor Gibbs left the meeting.

72 Harrogate Active Travel - Update

Melisa Burnham (Area Manager, Highways and Transportation) delivered a presentation updating members on the progress of Harrogate Active Travel Scheme projects in 2023/24. This included details of the Active Travel Fund Tranche 2 funding, which had been reallocated to the Victoria Avenue scheme. A site visit had taken place recently with Active Travel England, and a report was due to come to the Committee in September 2024. Work was ongoing to develop the Harrogate Transport Improvement Package, with recommendations for next steps to be issued shortly. Public engagement had begun on the Harrogate Cycle Infrastructure Plan, with a series of rides planned for officers alongside members of Harrogate District Cycle Action, and approval had recently been obtained from the Corporate Director and Executive Member for a scheme along similar lines for Knaresborough.

Members congratulated officers on the progress so far, offering help and assistance to support their continued development which was noted by officers. In response to questions on timelines, officers responded that the September meeting would include updated timescales.

Resolved:

That the report be noted.

Note:

Councillor Gostlow left the meeting after consideration of this item.

73 Stronger Communities Update

Liz Meade (Communities Area Manager) presented a report updating the Committee on the Stronger Communities Programme, and the work undertaken in the Harrogate and Knaresborough Constituency area during 2023/24. The ongoing work of building on successful Covid-19 groups continued, with the aim of supporting the health and wellbeing agenda, and members noted updates on Community Anchor Organisations, the awarding of Inspire grants, and Community Partnerships as outlined in the report. The Committee also heard that the new Localities Service was now live, comprising Communities, Parish Liaison and Local Devolution, and Migrant Programme teams.

Members thanked officers for the update, highlighting the positive work of the Community Anchor Organisations during the recent flooding in Knaresborough, and the Stockwell Community Hub Schemes as a forum for passing information on to local residents.

Councillor Aldred also extended his thanks to Mark Codman (Parish Liaison and Local Devolution Manager), who at the time of the floods had worked in co-ordinating the initial response to the flooding. Officers undertook to pass on all members' thanks and comments.

Resolved:

That the report be noted, and that members agree to an annual update on the activities of the Localities Service.

74 Let's Talk Food - Survey Feedback

Angela Crossland (Head of Healthier Lives, Community and Economy) presented a report summarising the feedback received following the Let's Talk Food survey. The survey was part of the ongoing Let's Talk programme which provided a portal for residents to respond to a range of surveys; the Let's Talk Food survey ran between 5 Feb and 2 April 2024, receiving 2,053 responses, including 213 from Harrogate and Knaresborough. The survey's background, key findings, and limitations were summarised.

Members thanked officers for the presentation. Councillor Warneken expressed concern that public awareness and understanding of the issues could be improved through engagement programmes, and that the language in relation to climate change was not strong enough.

Councillor Lacey also explained that he felt the language did not convey the urgency of the health implications caused by poor and unhealthy diets, and needed to be strengthened to raise awareness of these issues.

Resolved:

That the report and members' feedback thereon be noted.

Note:

Councillors Warneken and Haslam left the meeting after consideration of this item.

75 Working Group Updates

Members noted the update to the membership of the Harrogate Station Gateway Working Group which had been discussed during Minute 70.

A short update was provided on behalf of Councillor Haslam by Edward Maxwell (Senior Democratic Services Officer) explaining that the Climate Change Working Group would meet before the September meeting of the Committee to consider future rainfall and its impact.

The Communities and Voluntary Sector Working Group was also in the process of arranging a meeting in July now that the Localities Team had been established.

Resolved:

That the updates be noted.

76 Committee Work Programme

The report of the Senior Democratic Services Officer which invited members to consider, amend and add to the Committee's Work Programme. Members heard that a work programming session was planned and, subject to the confirmation of a date, be held in June 2024.

Resolved:

That the Work Programme be approved.

77 Date of Next Meeting

The next ordinary meeting of the Committee will be held on Thursday 12 September at 10:00.

The meeting concluded at 1.15 pm.

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North Yorkshire Council

Harrogate and Knaresborough Area Committee

12 September 2024

Receipt of Petition “to Reconsider the Plans to Require Knaresborough Market Traders to Self-Erect their Stalls, and Preserve a Beloved Local Landmark”

Report of the Assistant Chief Executive – Legal and Democratic Services

1.0 PURPOSE OF THE REPORT

- 1.1 To advise of a petition containing more than 500 signatures which has been received by North Yorkshire Council.
- 1.2 To ask the Area Committee to consider a response.

2.0 BACKGROUND

- 2.1 A petition has been received by North Yorkshire Council. This is a paper-based petition with over 500 signatures from people who live, work, or study in the county.
- 2.2 The signatories urge North Yorkshire Council to reconsider the plans to require Knaresborough Market traders to self-erect their stalls. The explanation for their request is set out as follows:

The North Yorkshire Council (NYC) has recently opted for a policy change that has grave implications for the Knaresborough market, an iconic and historically significant feature in our town. This decision to require market traders to self-erect their stalls is not just causing considerable logistical difficulties for traders, but also threatens the sustainability of the market itself.

Knaresborough has a proud legacy as a historical market town, and we cannot afford to lose a part of our heritage that holds such import. Join us to oppose this policy change and stand up for the preservation of a beloved local landmark.

Let's support our traders and keep alive the rich heritage that is intrinsic to our local identity. We urge you to sign this petition to make a stand and help keep the Knaresborough market the vibrant, historical heartbeat of our town.

3.0 COUNCIL'S ARRANGEMENTS FOR RESPONDING TO PETITIONS

- 3.1 The key features of the Council's arrangements for receiving and debating petitions, as published on the Council's website, are as follows:
 - a) Receipt of the petition is published on the Council's website (which has been done in the case of this petition).
 - b) If a petition contains 500 or more signatures (but less than 30,130 signatories), it will be scheduled for debate at the next meeting of the appropriate Area Committee.

- c) The petition organiser is offered the opportunity to speak for five minutes at the Area Committee meeting to present their petition. Subsequently, at the meeting, the petition will be discussed by Councillors for a maximum of 15 minutes, and a decision will be made on how to respond to the petition.
- d) Possible responses by the Council to petitions, as shown on the website, are:
 - i. **Option 1:** to take the action requested by the petition,
 - ii. **Option 2:** not to take the action requested for reasons put forward in the debate,
 - iii. **Option 3:** to commission further investigation into the matter, for example by a relevant committee; or,
 - iv. **Option 4:** where the issue is one on which the Council executive are required to make the final decision, the Council will decide whether to make recommendations to inform that decision.
- e) The petition organiser will receive written confirmation of this decision. This confirmation will also be published on the website.
- f) In accordance with the arrangements described above, the petition organisers have been invited to join today's meeting to present their petition.

4.0 OFFICER'S COMMENTS

- 4.1 As a unitary authority, North Yorkshire operates seven outdoor markets across the county with five of these operating as 'self-set' where traders bring and set up their own stalls each week.
- 4.2 At the Knaresborough and Ripon markets the permanent traders have the option of a stall being supplied and erected by the Council for a surcharge of £5.30 per stall on their pitch rentals. However, this operation is currently run at a significant subsidy which unfortunately is not sustainable. Further immediate investment is also required in the Council's trailer equipment over and above our current costs to continue safe operations of stall set up.
- 4.3 The Council is therefore proposing to harmonise the operating model across the county and cease setting up market stalls for traders at Knaresborough and Ripon markets, bringing operations in line with how the other five outdoor markets run, to deliver a long term, efficient and sustainable solution. If implemented, the proposals would address the current annual subsidy for stall set up which is in the region of £25,000 - £35,000.
- 4.4 The majority of traders have their own stalls. These fall into two groups; those that are already self-set at Knaresborough and Ripon markets; and those that have a stall that is used elsewhere, including at other North Yorkshire Council outdoor markets, but opt to pay the surcharge for the Council to erect stalls in Knaresborough and Ripon.
- 4.5 However, for a minority who may not have their own stall it is recognised the proposed change may affect those traders more. In these limited cases the Council will explore how we can assist by making our stalls available free of charge to be used by traders (using their own storage and set up).
- 4.5 The Council has written to traders to advise them of these proposals and has requested they feedback their comments to enable us to understand their support or any issues this proposal may cause. In addition, Officers have attended the market places to engage

directly with traders to answer any questions and hear first-hand their feedback. Responses will be evaluated and options presented with a recommendation to the Corporate Director for Environment in consultation with the Executive Member for Highways and Transportation, later this year.

5.0 COMMENTS ON THE OPTIONS AVAILABLE TO MEMBERS

5.1 The wording of the petition does not specifically request a course of action from the Council, but is interpreted to be a request not to proceed with the proposed reforms to Knaresborough Market. As set out at 3.1 d), there are four options available to Members. A comment on each is listed below:

- a) **Options 1 and 2:** It is not possible to select Options 1 or 2, as the decision is not within the competence of the Harrogate and Knaresborough Area Committee.
- b) **Option 3:** The matter could be referred to the relevant Overview and Scrutiny Committee for further investigation, if the Area Committee feels there is additional information it could use to prepare a report to the decision maker, with recommendations to inform the decision.
- c) **Option 4:** The Harrogate and Knaresborough Area Committee can itself prepare a report to the decision maker, with recommendations to inform the decision.

5.2 The Committee also has the option to note the report and take no further action.

6.0 FINANCIAL IMPLICATIONS

6.1 None identified.

7.0 LEGAL IMPLICATIONS

7.1 None identified.

8.0 EQUALITIES IMPLICATIONS

8.1 None identified.

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 Neutral implications.

10.0 RECOMMENDATIONS

10.1 That the Committee notes the petition and considers a response as listed at 5.1.

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

BACKGROUND PAPERS:

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

Report Author – Edward Maxwell, Senior Democratic Services Officer.

North Yorkshire Council

Harrogate and Knaresborough Area Constituency Committee

12 September 2024

Economic, Regeneration, Tourism and Transport Project Development Fund for the Area Constituency Committees

Report of the Corporate Director (Community Development)

1.0 PURPOSE OF REPORT

- 1.1 To provide an update following the previous allocation of funding under the Economic, Regeneration, Tourism and Transport Project Development Fund.
- 1.2 To present completed Project Scoping Forms for three projects from the longlist and seek endorsement for two of these projects from the Harrogate and Knaresborough ACC.

2.0 BACKGROUND

2.1 At the meeting of North Yorkshire County Council on 22 February 2023 (Council Minute 83p), in respect of the 2023/24 Revenue Budget for North Yorkshire Council, it was resolved that, “£50k be provided annually for each Area Constituency Committee to commission works they feel appropriate for their local area”. At the meeting of the 20 February 2024 (draft Minute 403.c) the Executive agreed the carry forward of any unallocated sums for each of the Area Constituency Committees into 2024/25 for one year only.

2.2 The purpose of the fund is to support activities that help to deliver the North Yorkshire Council ‘Council Plan’, Economic Growth Strategy, Destination Management Plan and other locally important plans and strategies. It aims to stimulate and directly support a pipeline of locally important economic, regeneration and tourism destination development projects that will benefit from existing and future funding and delivery opportunities (whether core or external funding) within the area covered by the respective Area Constituency Committee.

2.3 The scope of activity to be supported, within the purpose of the fund, is at the discretion of the specific Area Constituency Committee (ACC) but could include:

- activity to further develop locally important projects that would form part of a wider capital project pipeline including surveys, feasibility studies, outline or detailed design and market demand analysis. It can also fund business case development of locally important projects or contribute to the ongoing development of larger, major projects so the Council is well placed to secure funding (core or external) and to assist in developing grant-ready applications.
- targeted contributions that add value to existing or planned physical regeneration or tourism activity and show tangible benefits to address a locally important issue or priority in that area.

2.4 Following an initial discussion about the fund at an informal meeting of the Harrogate and Knaresborough ACC on 2 February 2024, Members were invited to submit project ideas. A long list was created to include all ideas raised at the initial meeting as well as those subsequently submitted. A follow-up informal meeting was held on 23 April 2024 to discuss the long list and agree priorities.

2.5 During the previous ACC meeting on 30 May 2024, the Committee endorsed three projects, as detailed in the Table 1 below:

Table 1 Projects endorsed by the ACC on 30 May 2024

| Project Title | Summary Description | Value of Budget Requested |
|---|---|---------------------------|
| Decarbonising the Knaresborough Wellbeing Hub and creating green energy | To carry out some 'fabric first' works at the Knaresborough Wellbeing Hub. This will support a project to reduce the carbon footprint of the building by updating its infrastructure and installing solar panels and EV chargers. | £20k |
| Harrogate Cycling Infrastructure Plan: Corridor 2 | To complete preliminary design work for Corridor 2 of the Harrogate Cycling Infrastructure Plan (HCIP), from Bilton to Hornbeam. | £40k |
| A59 Harrogate to Knaresborough missing link – cycle route | To complete preliminary design work on the A59 cycle path link to provide continuous walking, wheeling and cycling route between High Bridge, Knaresborough and A59, near the Golf Club, Harrogate. | £10k |

2.6 Projects endorsed by the ACC were submitted to the Executive Member for Open to Business in June and the Assistant Director for Economic Development, Regeneration, Tourism and Skills formally signed these off in August 2024.

2.7 Officers have since commenced work on all of the above projects and progress has been made on each project.

2.8 Harrogate Cycling Infrastructure Plan: Corridor 2 is being delivered by the Council's Transport team, with Align Property Partners. It is expected that this will be completed by the end of 2024 and a more detailed update can be made at November's ACC meeting.

2.9 The preliminary design of the missing cycling link between Harrogate and Knaresborough is being delivered by the Transport team, in cooperation with Align Property Partners. This work will be completed by the end of October and an update will be provided at the next ACC meeting.

2.10 The NYC Property team have now agreed to fund some initial "fabric first" improvements to support the project at Knaresborough Wellbeing Hub. An application to the Shared Prosperity Fund has been submitted by Knaresborough Town Council for solar PV, battery storage and EV chargers and is due to be considered at the next panel meeting in October. Additional elements to support the remit of the decarbonisation project, including enhanced heating controls for the boiler, a green roof cycle shelter and water saving measures are also being considered for inclusion.

3.0 CONSIDERATION OF ADDITIONAL PROJECTS FROM THE LONGLIST

3.1 Harrogate and Knaresborough ACC Elected Members discussed how best to utilise the remaining £30,000 from the current budget at the ACC meeting in May and were invited to submit any further ideas or proposals. During informal meetings with councillors in July and August, three projects were selected from the long list. Scoping Forms have now been completed for these three projects.

3.2 The completed Scoping Forms for each of these projects are available to view in Appendix A.

3.3 It should be highlighted that the remaining ACC budget is £30,000 and if all three projects are endorsed, this will result in overallocation of funding, as outlined in Table 2:

| Project Title | Summary Description | Value of Budget Requested |
|--|--|---------------------------|
| Knatesborough Land Train Feasibility Study | Undertake a feasibility study for the provision of a land train operation that will benefit the local community and visitors alike. The proposed train will run for a period of one week (including a weekend) to assess suitability of introducing a regular service. | £14,988 |
| Starbeck and Belmont Level Crossing | Gather evidence for building a case for improvements for traffic movement through Starbeck crossing and to identify the potential barrier down time reduction in Starbeck and Belmont crossings. | £7,543 - £35k |
| Harrogate Station Mural Artwork | Create and install a captivating and inspiring mural to adorn a prominent wall outside car parking at Station Parage in Harrogate. The artwork will reflect the unique character, history, and spirit of the town. | £15k-£20k |

3.4 Considering there isn't sufficient funding available to endorse all three projects, it is recommended that the Knatesborough Land Train Feasibility Study is endorsed in its full scope (at a cost of £14,988) and Starbeck and Bellmont Level Crossing is supported partially by supporting allocation to fund two ANPR monitoring equipment sensors to work with an existing sensor on the A59 to collect journey times information split by mode (at a cost of c.£15,000).

3.5 Whilst the station mural in Harrogate complies with the requirements of this fund, officers are working with internal and external partners to progress this project without fund allocation from this Committee.

3.6 The above allocation will allow for the full use of the £100,000 allocated and delivery of all projects by the end of March 2025.

4.0 CONSULTATION UNDERTAKEN AND RESPONSES

4.1 Members of this Committee have been consulted throughout the process.

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 Members may choose not to formally endorse the priority projects presented in this report.

5.2 Member may choose not to progress any of the schemes outlined in this report and may choose to seek further suggestions from the Elected Members or Officers. It should however be noted that all funds must be spent by the end of March 2025.

6.0 FINANCIAL IMPLICATIONS

6.1 There are no direct financial implications arising from the recommendations of this report. Subject to the endorsement of this Committee, the proformas at Appendix A will be presented to the Corporate Director for allocation of the budget.

7.0 LEGAL IMPLICATIONS

7.1 There are no direct legal implications arising from the recommendations of this report.

However, it is noted that any procurement going forward will be carried out in accordance with the council's procurement and contract procedure rules.

8.0 EQUALITIES IMPLICATIONS

11.1 There are no direct equality implications from the recommendations in this report. Initial Equality Impact Assessment Screening Forms for the projects that have undergone the Project Scoping process are included at Appendix B.

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 There are no long term, direct climate change implications from the recommendations in this report. Climate Change Screening Forms / Impact Assessments for the projects that have undergone the Project Scoping process are included at Appendix C.

10.0 REASONS FOR RECOMMENDATIONS

10.1 To enable allocation of the Economic, Regeneration, Tourism and Transport Project Development Fund available to this Committee.

11.0 RECOMMENDATIONS

It is recommended that the Committee:

- i) Note the progress of the previously approved projects
- ii) Endorse the Project Scoping Forms for the following projects:
 - Knaresborough Land Train Feasibility Study; and
 - Starbeck and Belmont Level Crossing, with delivery of two traffic measuring sensors only
- iii) Note the Project Scoping Form for Harrogate Station Mural Artwork but not allocate ACC funds to support this project, as there is likely to be other funding available to support this project
- iv) Subject to endorsement, request that the agreed Scoping Proformas are presented to the Corporate Director (Community Development) for the relevant projects to be funded from the Harrogate and Knaresborough Area Constituency Committee budget allocation.

APPENDICES:

Appendix A

- Knaresborough Land Train Feasibility Study Scoping Form
- Starbeck and Belmont Level Crossing Scoping Form
- Harrogate Station Mural Artwork Scoping Form

Appendix B

- Equalities Impact Assessment Screening Form for Knaresborough Land Train Feasibility Study
- Equalities Impact Assessment Screening Form for Starbeck and Belmont Level Crossing
- Equalities Impact Assessment Screening Form for Harrogate Station Mural Artwork

Appendix C

- Climate Change Impact Assessment for Knaresborough Land Train Feasibility Study
- Climate Change Screening Form for Starbeck and Belmont Level Crossing
- Climate Change Impact Assessment for Harrogate Station Mural Artwork

Nic Harne
Corporate Director – Community Development
County Hall
Northallerton
12 September 2024

Report Author – Marcin Dane, Principal Regeneration Officer; Rebecca Micallef, Senior Economic Development Officer
Presenter of Report – Rebecca Micallef, Senior Economic Development Officer

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

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Economic, Regeneration Tourism and Transport

Project Development Fund



Project Scoping & Budget Holder Approval Form

SECTION A – PROJECT SCOPING

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| NYC Area Constituency Committee Name | Harrogate and Knaresborough | |
| Project Name | Knaresborough Land Train Feasibility Study | |
| Description of Project Location | Knaresborough | |
| NYC Division(s) in which the project is located | Knaresborough | |
| Project Lead Officer Details | Name | Marcin Dane |
| | Job Title | Principal Regeneration Officer |
| | Email | marcin.dane@northyorks.gov.uk |
| | Telephone | 0300 131 2 131 |

1. PROJECT DETAILS

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| <p>Please outline why the budget is required and what are the current barriers to project development it will help overcome?</p> | <p>There is a lack of connectivity across Knaresborough, making it difficult to navigate for residents and visitors, reducing footfall and spend in the town. Recent work funded by NYC SPF has confirmed the opportunity to introduce a land train in Knaresborough. The proposed road test will build the case with potential funders and investors.</p> <p>The aim of this project is to undertake a feasibility study for the provision of a land train operation that will benefit the local community and visitors alike. The proposed train will run for a period of one week (including a weekend) to assess suitability of introducing a regular service. A provisional booking has been made for 7 consecutive days</p> |
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| | during the autumn half-term (Monday 28 October – 1 November 2024) to also include weekend days before and/or after (either Saturday-Friday, Sunday-Saturday or Monday-Sunday). This period would include Halloween (31 October), for which local events in Knaresborough have already been planned. |
| Please detail what specific costs the budget will be spent on? | The total cost of the project is currently estimated to be approximately £15k. The ACC fund would cover the feasibility study's costs, which include consulting, licensing and operating fees for the road test. The consulting service would also assess the planned route, liaise with relevant public agencies and highway authority. |
| Please describe the future project that this activity will help to unlock. | <p>This feasibility study will lay the groundwork for a potential future project involving the regular operation of a land train in Knaresborough. The refurbished second-hand land train proposed to be trialled in Knaresborough is available for purchase, and the road test would therefore be able to confirm its suitability.</p> <p>If successful, NYC Regeneration will request to work alongside local organisations (such as Knaresborough Town Council and Chamber of Trade) to seek funding to progress this as a longer-term project which will lead to increased tourism, improved local transportation options, and enhanced economic activity in the area.</p> |
| 2. STRATEGIC FIT | |
| <p>Detail how the project will contribute to the North Yorkshire Council 'Council Plan' and the Economic Growth Strategy or the Destination Management Plan</p> <p>(Reference should be made on how a future project will help deliver the respective strategies)</p> | <p>The project aligns with the ambition in the Council Plan to drive innovation and improve outcomes, supporting the vision to create a good quality of life for all. It addresses the key themes of Place & Environment as well as Economy. The project will support a number of priorities including seeking improvements to transport connectivity, supporting effective and efficient public transport network that meets the user needs, promoting local tourism infrastructure and to increase opportunities to use engagement with culture, arts and heritage to improve health and wellbeing.</p> <p>It also links to the delivery of the Economic Growth Strategy for North Yorkshire by supporting sustainable and healthy lives in Knaresborough, recognising the benefits that come from addressing economic, environmental, health and wellbeing goals together.</p> |
| 3. LOCAL FIT | |
| Detail how this project meets local priorities including linkages with local regeneration plans and strategies. | The project aligns with local priorities by supporting Knaresborough's regeneration objectives, which include enhancing transportation links, promoting tourism, and boosting the local economy. It also ties into broader community and environmental goals by exploring sustainable transport solutions that can serve both residents and visitors. |
| 4. FINANCE | |

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| <p>Will the service area be making a financial contribution to the project development costs? If so, please detail.</p> | <p>No contributions are planned from the service area.</p> |
| <p>Please confirm the amount of money required.</p> <p>Please provide a breakdown of costs / estimates where available and how these have been calculated.</p> | <p>The total cost of the project is currently estimated to be £14,988.</p> <p>The estimated costs (inclusive of VAT) are:</p> <ul style="list-style-type: none"> • £12,828 consulting, licensing, operating of land train during trial • £960 advertising and branding materials • £1,200 customer satisfaction survey and analysis |
| <p>5. DELIVERY, TIMESCALES AND MONITORING</p> | |
| <p>What is the staffing resource within NYC required / how will it be resourced?</p> <p>Has the capacity to complete the activity been confirmed with the relevant service manager?</p> <p>Dependencies on other NYC services</p> | <p>The Regeneration team at NYC will request to work alongside local organisations, including the Town Council and Chamber of Trade, to oversee the study and engage a land train hire company to deliver the trial. Promotional and survey work will be conducted by the consultants currently working on wider connectivity issues in the town.</p> <p>A padlocked bollard on the waterside will need to be removed during the trial period for access. Officers will work with the highways team to arrange a temporary removal/unlocking of the bollard.</p> |
| <p>Please outline the anticipated timeframe for delivery of the activity?</p> <p>Please include details of how the activity will be procured (if required).</p> | <p>Details of procurement activity are yet to be finalised, but this will be carried out in accordance with the council's procurement and contract procedure rules.</p> <p>It is proposed that the trial will take place in October 2024. There is only one land train currently available for short-term hire in the north of England, and the provisional booking will need to be confirmed as soon as possible to secure it for the autumn half-term.</p> |
| <p>Can the proposed work to be funded delivered within the allocated financial year?</p> | <p>The works being progressed via the contribution from the ACC fund will be completed within the current financial year.</p> |
| <p>How will progress and the outcome of the project be reported to the ACC to aid effective monitoring?</p> | <p>The lead officer, or a nominated representative, will provide a report, briefing note or verbal update (whichever is preferred by the committee) at ACC meetings.</p> |
| <p>6. BENEFITS</p> | |
| <p>What are the benefits of undertaking this work now?</p> <p>What opportunities / estimated economic, social or environmental benefits could be</p> | <p>The road test will confirm whether the proposed route is feasible, assess interactions with other road users and measure the reaction and demand of residents and visitors during the Autumn half-term (Saturday 26 October – Sunday 3 November 2024).</p> <p>If positive, this work will support future bids for funding to progress this as a longer-term project, which would need to consider purchasing the</p> |

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| <p>derived for the future project outlined above?</p> | <p>train, converting it to electric, operating, storing and maintaining it. The introduction of a land train as a longer-term prospect will lead to increased tourism, improved local transportation options, and enhanced economic activity in the area.</p> |
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| AREA COMMITTEE SIGN OFF | | | |
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| <p>ACC Meeting Date When Project Scope Agreed</p> | | <p>Draft Minute Number</p> | |
| <p>Signed (ACC Chairman)</p> | | <p>Date</p> | |

Economic, Regeneration Tourism and Transport

Project Development Fund



Project Scoping & Budget Holder Approval Form

SECTION A – PROJECT SCOPING

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|--|-------------------------------------|--------------------------------|
| NYC Area Constituency Committee Name | Harrogate and Knaresborough | |
| Project Name | Starbeck and Belmont Level Crossing | |
| Description of Project Location | Harrogate | |
| NYC Division(s) in which the project is located | Harrogate | |
| Project Lead Officer Details | Name | Marcin Dane |
| | Job Title | Principal Regeneration Officer |
| | Email | marcin.dane@northyorks.gov.uk |
| | Telephone | 0300 131 2 131 |

1. PROJECT DETAILS

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| <p>Please outline why the budget is required and what are the current barriers to project development it will help overcome?</p> | <p>The aim of this project is to gather evidence for building a case for improvements for traffic movement through Starbeck crossing and to identify the potential barrier down time reduction in Starbeck and Belmont crossings.</p> <p>Data collected at the Starbeck crossing in 2019, shows that during the AM and PM peak periods (07:30-09:30 and 16:30-18:30) the gates remain closed for 35 minutes on an average, resulting in almost 25-30% loss in capacity along this corridor. There were 37 down time</p> |
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| | <p>occurrences between 7am and 7pm, average down time of 4m 26s, longest down time of 7m 7s, significantly reducing the traffic flow and causing long delays for road users. The resultant queue not only leads to wasted time at the crossing but has also forced traffic to search for other viable alternate routes to travel between Harrogate and Knaresborough. This also affects key bus routes and emergency vehicles. Currently, the council does not have a robust way of monitoring the traffic and barriers down times.</p> <p>This project includes:</p> <ul style="list-style-type: none"> • Installation of ANPR monitoring equipment sensor to work with existing sensor on A59 to collect journey times information split by mode; • Potential installation of similar ANPR monitoring equipment at Belmont crossing (as suggested by local members); • Potential air quality monitoring equipment (as suggested during discussion with members) |
| <p>Please detail what specific costs the budget will be spent on?</p> | <p>The total cost of the project is currently estimated to be between £7,543 (for one sensor installed at Starbeck crossing) to £35,086 for two sensors installed at Starbeck and Belmont crossings, and new air quality monitoring equipment installed at Starbeck crossing.</p> |
| <p>Please describe the future project that this activity will help to unlock.</p> | <p>This feasibility study will lay the groundwork for a potential future project involving improvement to traffic movement in the Starbeck area, including discussion with Network Rail and Northern to improve signalling infrastructure.</p> |
| <p>2. STRATEGIC FIT</p> | |
| <p>Detail how the project will contribute to the North Yorkshire Council 'Council Plan' and the Economic Growth Strategy or the Destination Management Plan</p> <p>(Reference should be made on how a future project will help deliver the respective strategies)</p> | <p>The North Yorkshire Council Plan supports well-connected and planned places with good transport links and clean and environmentally sustainable and attractive places to live, work and visit. One of the council's priorities is to encourage and support sustainable living in our communities and towns as well as the transport in between, including access to public transport that meets the needs of the user and promoting and encouraging active travel including walking, wheeling and cycling.</p> <p>The Council will also seek improvements to connectivity, support and encourage an effective and efficient public transport network that meets the user needs and to maintain safe and functional highways and to seize opportunities to improve the network.</p> |

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| | <p>Pillar 2 of the North Yorkshire's Economic Growth Strategy supports investments in infrastructure and future-proofing the transport system. Improving the frequency and reliability of public transport is a vital component of the Council's carbon negative ambitions.</p> |
| <p>3. LOCAL FIT</p> | |
| <p>Detail how this project meets local priorities including linkages with local regeneration plans and strategies.</p> | <p>Gathering traffic data will help in understanding the patterns of congestion caused by rail crossings, especially during peak hours. This information will be used to optimize traffic signal timing, reroute traffic, or design alternative routes to reduce waiting times. The project will support the North Yorkshire Council's Local Transport Plan by providing data to develop plans to help reduce congestion in Harrogate and improve traffic flow.</p> |
| <p>4. FINANCE</p> | |
| <p>Will the service area be making a financial contribution to the project development costs? If so, please detail.</p> | <p>No contributions are planned from the service area.</p> |
| <p>Please confirm the amount of money required.</p> <p>Please provide a breakdown of costs / estimates where available and how these have been calculated.</p> | <p>The total cost of the project is currently estimated to be between £7,543 (for one sensor installed at Starbeck crossing) to £35,086 for two sensors installed at Starbeck and Belmont crossing, and new air quality monitoring equipment installed at Starbeck crossing.</p> <p>The cost of an ANPR equipped sensor to work with the existing sensor on A59 to collect journey time information (split by mode) is £7,543 per sensor and £15,086 for two sensors.</p> <p>There are two quotes available for air quality monitoring equipment – Aerqual ASQ 1, supplied by the council's scientific officer. Option 1 is a two year rental, includes monitoring for includes monitoring for particulates and nitrogen dioxide, access to the information on a cloud-based system, and calibration at cost between £12,000 - £15,000. Option 2 is a purchase of the equipment, including monitoring for particulates and nitrogen dioxide, and data subscription for 2 years at cost between £15,000 - £20,000. There is also ongoing cost of circa £2,000 every two years for data subscription.</p> |
| <p>5. DELIVERY, TIMESCALES AND MONITORING</p> | |

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| <p>What is the staffing resource within NYC required / how will it be resourced?</p> <p>Has the capacity to complete the activity been confirmed with the relevant service manager?</p> <p>Dependencies on other NYC services</p> | <p>This project will be led by the Transport Planning Team. The Transport Planning Team leader has confirmed capacity and resource to complete this project.</p> |
| <p>Please outline the anticipated timeframe for delivery of the activity?</p> <p>Please include details of how the activity will be procured (if required).</p> | <p>Details of procurement activity are yet to be finalised, but this will be carried out in accordance with the council's procurement and contract procedure rules.</p> |
| <p>Can the proposed work to be funded delivered within the allocated financial year?</p> | <p>The works being progressed via the contribution from the ACC fund will be completed within the current financial year.</p> |
| <p>How will progress and the outcome of the project be reported to the ACC to aid effective monitoring?</p> | <p>The lead officer, or a nominated representative, will provide a report, briefing note or verbal update (whichever is preferred by the committee) at ACC meetings.</p> |

6. BENEFITS

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| <p>What are the benefits of undertaking this work now?</p> <p>What opportunities / estimated economic, social or environmental benefits could be derived for the future project outlined above?</p> | <p>Gathering traffic data will help in understanding the patterns of congestion caused by rail crossings, especially during peak hours. This information will be used to optimize traffic signal timing, reroute traffic, or design alternative routes to reduce waiting times.</p> <p>It will also assist in future discussion with Network Rail and Northern to minimise the impact of crossings in this area of Harrogate.</p> <p>Accurate data will also support applications for funding or grants aimed at reducing pollution and improving transportation infrastructure.</p> |
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AREA COMMITTEE SIGN OFF

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| ACC Meeting Date When Project Scope Agreed | | Draft Minute Number | |
| Signed (ACC Chairman) | | Date | |

Economic, Regeneration Tourism and Transport

Project Development Fund



Project Scoping & Budget Holder Approval Form

SECTION A – PROJECT SCOPING

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|--|--|--------------------------------|
| NYC Area Constituency Committee Name | Harrogate and Knaresborough | |
| Project Name | Harrogate Station Mural Artwork | |
| Description of Project Location | Harrogate Station, Station Parade, Harrogate HG1 1TE | |
| NYC Division(s) in which the project is located | Harrogate | |
| Project Lead Officer Details | Name | Marcin Dane |
| | Job Title | Principal Regeneration Officer |
| | Email | Marcin.dane@northyorks.gov.uk |
| | Telephone | 0300 131 2 131 |

1. PROJECT DETAILS

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| <p>Please outline why the budget is required and what are the current barriers to project development it will help overcome?</p> | <p>The aim of this project is to create and install a captivating and inspiring mural to adorn a prominent wall outside car parking at Station Parade in Harrogate. The artwork will reflect the unique character, history, and spirit of the town. It will be visually striking, engaging, and contribute positively to the local environment. The existing wall along the Station Parade car parking contributes negatively to the area. A public art project in a form of mural will transform this neglected space into a vibrant area, improving the overall visual appeal.</p> |
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| | The mural will appeal to a broad demographic, including residents, visitors, and tourists of all ages and backgrounds. |
| Please detail what specific costs the budget will be spent on? | The ACC fund will support the appointment of an artist who will work with the local community to design the mural, in line with the brief prepared by officers and local stakeholders, the cost of a planning application, materials and installation and any cost of community engagement and workshops. |
| Please describe the future project that this activity will help to unlock. | <p>Installation of a public mural can offer a wide range of benefits. Public murals can become tourist attractions, drawing visitors who want to see unique, vibrant artworks. This can lead to increased foot traffic in the area, benefiting local businesses such as cafes, restaurants, and shops. Attractive murals can also encourage investment in the area.</p> <p>Murals can reflect the community's history, culture, and values, fostering a sense of identity and pride among residents. Projects that involve community participation in the design or painting process can strengthen social bonds and foster a sense of ownership. Well-maintained and vibrant public spaces can deter vandalism and reduce crime. Areas that are cared for signal that a community is invested in its environment, which can discourage negative behaviours. Murals can serve as educational tools, conveying messages about history, social issues, or environmental awareness.</p> <p>Overall, public murals can significantly enhance the economic vitality, social cohesion, and environmental sustainability of communities, making them a valuable local asset.</p> |
| 2. STRATEGIC FIT | |
| <p>Detail how the project will contribute to the North Yorkshire Council 'Council Plan' and the Economic Growth Strategy or the Destination Management Plan</p> <p>(Reference should be made on how a future project will help deliver the respective strategies)</p> | <p>Culture, heritage, arts and tourism all play an important part in North Yorkshire's economy and the brand of North Yorkshire. The Council's Plan supports culture, heritage, arts and sustainable tourism. Culture and arts will play their part in the economic growth of the county. Some of the Council's priorities for the next four years are:</p> <ul style="list-style-type: none"> • To promote North Yorkshire's tourism infrastructure and cultural offer; • To provide more opportunities for more people to participate in inclusive, relevant cultural activity; • To increase opportunities to use engagement with culture, arts and heritage to improve health and wellbeing; and • To promote the importance of culture in place shaping and celebrating our distinctive culture and heritage. |
| 3. LOCAL FIT | |

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| <p>Detail how this project meets local priorities including linkages with local regeneration plans and strategies.</p> | <p>The high quality of Harrogate’s environment is key to its success as a visitor destination. Both local residents and visitors from further afield value the town centre environment and recognise that this makes Harrogate a distinctive place to shop and relax. Public realm within the town centre is an important component of this environment, alongside its architecture and heritage.</p> <p>The proposal will support the Harrogate Town Centre Strategy and Masterplan by reinforcing the town’s visitor appeal and create desirable urban space.</p> |
| <p>4. FINANCE</p> | |
| <p>Will the service area be making a financial contribution to the project development costs? If so, please detail.</p> | <p>No contributions are planned from the service area.</p> |
| <p>Please confirm the amount of money required.</p> <p>Please provide a breakdown of costs / estimates where available and how these have been calculated.</p> | <p>The total cost of the project is currently estimated to be between £15,000 - £20,000.</p> <p>The estimated costs are:</p> <ul style="list-style-type: none"> • Appointment of an artist who will work with the local community to design the mural, in line with the brief prepared by the officers and local stakeholders; • Cost of planning application • Materials and installation • Any cost of community engagement and workshops. |
| <p>5. DELIVERY, TIMESCALES AND MONITORING</p> | |
| <p>What is the staffing resource within NYC required / how will it be resourced?</p> <p>Has the capacity to complete the activity been confirmed with the relevant service manager?</p> <p>Dependencies on other NYC services</p> | <p>This project will be led by Principal Regeneration Officer with support from other officers, including Head of Arts.</p> <p>The capacity for this work has been confirmed with the relevant service manager.</p> |
| <p>Please outline the anticipated timeframe for delivery of the activity?</p> <p>Please include details of how the activity will be procured (if required).</p> | <p>Details of procurement activity are yet to be finalised, but this will be carried out in accordance with the council’s procurement and contract procedure rules.</p> |

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| Can the proposed work to be funded delivered within the allocated financial year? | The works being progressed via the contribution from the ACC fund will be completed within the current financial year. |
| How will progress and the outcome of the project be reported to the ACC to aid effective monitoring? | The lead officer, or a nominated representative, will provide a report, briefing note, or verbal update (whichever is preferred by the committee) at ACC meetings. |

6. BENEFITS

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| <p>What are the benefits of undertaking this work now?</p> <p>What opportunities / estimated economic, social or environmental benefits could be derived for the future project outlined above?</p> | <p>There are significant benefits from undertaking this work including:</p> <ul style="list-style-type: none"> • Transforming an existing eyesore and improving the overall visual aspect of the area; • Murals can become an iconic symbol for the town, contributing to its branding and making it more attractive for events; • Public murals are often shared on social media, providing free marketing, and encouraging more visitors; • The Mural will serve as an educational tool, conveying messages about local history and community and fostering a sense of identity and pride; • Murals can inspire local youth to engage in the arts. |
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AREA COMMITTEE SIGN OFF

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| ACC Meeting Date When Project Scope Agreed | | Draft Minute Number | |
| Signed (ACC Chairman) | | Date | |

| Initial equality impact assessment screening form | | | |
|---|--|----|------------------------------|
| This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate. | | | |
| Directorate | Community | | |
| Service area | Economic Development, Regeneration, Tourism & Skills | | |
| Proposal being screened | Knaresborough Land Train Feasibility Study | | |
| Officer(s) carrying out screening | Marcin Dane | | |
| What are you proposing to do? | To seek endorsement from the Harrogate & Knaresborough Area Constituency Committee to spend £14,988 to support feasibility study for introduction of land train service in Knaresborough. | | |
| Why are you proposing this? What are the desired outcomes? | The aim of this project is to undertake a feasibility study for the provision of a land train operation that will benefit the local community and visitors alike. The proposed train will run for a period of one week (including a weekend) to assess suitability of introducing a regular service. | | |
| Does the proposal involve a significant commitment or removal of resources? Please give details. | No significant commitment of resources. | | |
| Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics | | | |
| As part of this assessment, please consider the following questions: | | | |
| <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? | | | |
| If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt. | | | |
| Protected characteristic | Potential for adverse impact | | Don't know/No info available |
| | Yes | No | |
| Age | | X | |
| Disability | | X | |
| Sex | | X | |
| Race | | X | |
| Sexual orientation | | X | |
| Gender reassignment | | X | |
| Religion or belief | | X | |
| Pregnancy or maternity | | X | |
| Marriage or civil partnership | | X | |
| People in rural areas | | X | |
| People on a low income | | X | |
| Carer (unpaid family or friend) | | X | |
| Are from the Armed Forces Community | | X | |
| Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's | The proposed trial service will improve access to public transport for residents and visitors with lower mobility. As | | |

| | | | | |
|---|--|-------------------------------------|-----------------------|--------------------------|
| access to public transport)? Please give details. | this is a trial service running for a week, the impact of this positive outcome will be temporary. | | | |
| Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion. | N/A | | | |
| Decision (Please tick one option) | EIA not relevant or proportionate: | <input checked="" type="checkbox"/> | Continue to full EIA: | <input type="checkbox"/> |
| Reason for decision | A full Equality Impact Assessment is not deemed necessary at this stage. | | | |
| Signed (Assistant Director or equivalent) | | | | |
| Date | | | | |

| Initial equality impact assessment screening form | | | |
|---|---|----|------------------------------|
| This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate. | | | |
| Directorate | Community | | |
| Service area | Economic Development, Regeneration, Tourism & Skills | | |
| Proposal being screened | Starbeck and Belmont Level Crossing | | |
| Officer(s) carrying out screening | Marcin Dane | | |
| What are you proposing to do? | To seek endorsement from the Harrogate & Knaresborough Area Constituency Committee to spend £7,5043 - £35,086 to install traffic and, potentially, air quality measuring equipment at Starbeck and, potentially Belmont railway crossing. | | |
| Why are you proposing this? What are the desired outcomes? | The aim of this project is to gather evidence for building a case for improvements for traffic movement through Starbeck and Belmont crossings and to identify the potential barrier down time reduction in Starbeck and Belmont crossings. | | |
| Does the proposal involve a significant commitment or removal of resources? Please give details. | No | | |
| Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics | | | |
| As part of this assessment, please consider the following questions: | | | |
| <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? | | | |
| If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt. | | | |
| Protected characteristic | Potential for adverse impact | | Don't know/No info available |
| | Yes | No | |
| Age | | X | |
| Disability | | X | |
| Sex | | X | |
| Race | | X | |
| Sexual orientation | | X | |
| Gender reassignment | | X | |
| Religion or belief | | X | |
| Pregnancy or maternity | | X | |
| Marriage or civil partnership | | X | |
| People in rural areas | | X | |
| People on a low income | | X | |
| Carer (unpaid family or friend) | | X | |
| Are from the Armed Forces Community | | X | |
| Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's | N/A | | |

| | | | | | |
|---|--|------------------------------------|---|-----------------------|--|
| access to public transport)? Please give details. | | | | | |
| Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion. | N/A | | | | |
| Decision (Please tick one option) | <table border="1"> <tr> <td>EIA not relevant or proportionate:</td> <td style="text-align: center;">✓</td> <td>Continue to full EIA:</td> <td></td> </tr> </table> | EIA not relevant or proportionate: | ✓ | Continue to full EIA: | |
| EIA not relevant or proportionate: | ✓ | Continue to full EIA: | | | |
| Reason for decision | A full Equality Impact Assessment is not deemed necessary at this stage. | | | | |
| Signed (Assistant Director or equivalent) | | | | | |
| Date | | | | | |

| Initial equality impact assessment screening form | | | |
|---|--|----|------------------------------|
| This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate. | | | |
| Directorate | Community | | |
| Service area | Economic Development, Regeneration, Tourism & Skills | | |
| Proposal being screened | Harrogate Station Mural Artwork | | |
| Officer(s) carrying out screening | Marcin Dane | | |
| What are you proposing to do? | To seek endorsement from the Harrogate & Knaresborough Area Constituency Committee to spend £15,000 - £20,000 to appoint an artist, develop a concept and install a public art in a form of mural at Harrogate Station. | | |
| Why are you proposing this? What are the desired outcomes? | The aim of this project is to create and install a captivating and inspiring mural to adorn a prominent wall outside car parking at Station Parade in Harrogate. The artwork will reflect the unique character, history, and spirit of the town. It will be visually striking, engaging, and contribute positively to the local environment. | | |
| Does the proposal involve a significant commitment or removal of resources? Please give details. | No | | |
| Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics | | | |
| As part of this assessment, please consider the following questions: | | | |
| <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? | | | |
| If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt. | | | |
| Protected characteristic | Potential for adverse impact | | Don't know/No info available |
| | Yes | No | |
| Age | | X | |
| Disability | | X | |
| Sex | | X | |
| Race | | X | |
| Sexual orientation | | X | |
| Gender reassignment | | X | |
| Religion or belief | | X | |
| Pregnancy or maternity | | X | |
| Marriage or civil partnership | | X | |
| People in rural areas | | X | |
| People on a low income | | X | |
| Carer (unpaid family or friend) | | X | |
| Are from the Armed Forces Community | | X | |
| Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's | N/A | | |

| | | | | | |
|---|--|------------------------------------|---|-----------------------|--|
| access to public transport)? Please give details. | | | | | |
| Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion. | N/A | | | | |
| Decision (Please tick one option) | <table border="1"> <tr> <td>EIA not relevant or proportionate:</td> <td style="text-align: center;">✓</td> <td>Continue to full EIA:</td> <td></td> </tr> </table> | EIA not relevant or proportionate: | ✓ | Continue to full EIA: | |
| EIA not relevant or proportionate: | ✓ | Continue to full EIA: | | | |
| Reason for decision | A full Equality Impact Assessment is not deemed necessary at this stage. | | | | |
| Signed (Assistant Director or equivalent) | | | | | |
| Date | | | | | |

Climate change impact assessment for Knaresborough Land Train

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

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

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

Version 2: amended 11 August 2021

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

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

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

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

| | |
|--|--|
| Title of proposal | Feasibility Study for Knaresborough Land Train |
| Brief description of proposal | To seek approval from the Area Constituency Committee Members to agree to spend £14,988 of the Economic, Regeneration, Tourism and Transport Project Development Fund to undertake a feasibility study for the provision of land train that will benefit local community and visitors alike. The proposed land train will run for a period of one week to assess suitability of introducing a regular service in the future. |
| Directorate | Community Development |
| Service area | Economic Development and Regeneration |
| Lead officer | Marcin Dane |
| Names and roles of other people involved in carrying out the impact assessment | |
| Date impact assessment started | 27/08/2024 |

Options appraisal

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

The aim of this project is to undertake a feasibility study for the provision of a land train operation that will benefit the local community and visitors alike. The proposed train will run for a period of one week (including a weekend) to assess suitability of introducing a regular service.

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

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

The proposal will be neutral to council's budget as it will be delivered by Knaresborough Town Council.

| <p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p> | <p>Positive impact (Place a X in the box below where relevant)</p> | <p>No impact (Place a X in the box below where relevant)</p> | <p>Negative impact (Place a X in the box below where relevant)</p> | <p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents | <p>Explain how you plan to mitigate any negative impacts.</p> | <p>Explain how you plan to improve any positive outcomes as far as possible.</p> | |
|---|---|---|---|---|---|--|---|
| <p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p> | Emissions from travel | x | | | The project will provide an initial feasibility study into introducing a regular land train service in Knaresborough available for residents and visitors. While the test phase (running for a maximum of one week) will have a minimal positive impact, it is expected that the introduction of regular service will reduce greenhouse gas emissions from reducing travel by private cars. | N/A | A regular service will be promoted for residents and tourists to reduce car usage in town centre. |
| | Emissions from construction | | x | | | | |
| | Emissions from running of buildings | | x | | | | |
| | Emissions from data storage | | x | | | | |

| <p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p> | <p>Positive impact (Place a X in the box below where relevant)</p> | <p>No impact (Place a X in the box below where relevant)</p> | <p>Negative impact (Place a X in the box below where relevant)</p> | <p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents | <p>Explain how you plan to mitigate any negative impacts.</p> | <p>Explain how you plan to improve any positive outcomes as far as possible.</p> |
|---|---|---|---|--|---|--|
| Other | | x | | | | |
| <p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p> | | x | | | | |
| Reduce water consumption | | x | | | | |
| Minimise pollution (including air, land, water, light and noise) | x | | | <p>The project will provide an initial feasibility study into introducing a regular land train service in Knaresborough available for residents and visitors. While the test phase (running for a maximum of one week) will have a minimal positive impact, it is expected that the introduction of regular service will reduce greenhouse gas emissions from reducing travel by private cars.</p> | N/A | <p>A regular service will be promoted for residents and tourists to reduce car usage in town centre.</p> |

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

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

N/A in the feasibility study stage. This feasibility study will lay the groundwork for a potential future project involving the regular operation of a land train in Knaresborough. The refurbished second-hand land train proposed to be trialled in Knaresborough is available for purchase, and the road test would therefore be able to confirm its suitability.

If successful, funds would subsequently be raised to purchase the land train, convert it to electric and then operate it. The project would lead to increased tourism, improved local transportation options, and enhanced economic activity in the area.

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 project will decrease emission of greenhouse gases through reduction of traffic and provision of more sustainable travel options when fully implemented. The feasibility study will allow to assess the potential long term operational impact of the land train. The feasibility study will have a minimal positive impact on air quality and air pollution.

A climate change impact assessment will be updated if the project progresses to the operational phase to maximise all positive impacts.

Sign off section

This climate change impact assessment was completed by:

| | |
|------------------|---------------------------------------|
| Name | Marcin Dane |
| Job title | Principal Regeneration Officer |

| | |
|------------------------|------------------------------|
| Service area | Regeneration |
| Directorate | Community Development |
| Signature | Marcin Dane |
| Completion date | 27/08/2024 |

Authorised by relevant Assistant Director (signature):

Date:

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Initial Climate Change Impact Assessment (Form created August 2021)

The intention of this document is to help the council to gain an initial understanding of the impact of a project or decision on the environment. This document should be completed in consultation with the supporting guidance. Dependent on this initial assessment you may need to go on to complete a full Climate Change Impact Assessment. The final document will be published as part of the decision-making process.

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

| | |
|---|---|
| Title of proposal | Starbeck and Belmont Level Crossing |
| Brief description of proposal | <p>The aim of this project is to gather evidence for building a case for improvements for traffic movement through Starbeck crossing and to identify the potential barrier down time reduction in Starbeck and Belmont crossing.</p> <p>This project includes:</p> <ul style="list-style-type: none">• Installation of ANPR monitoring equipment sensor to work with existing sensor on A59 to collect journey times information split by mode;• Potential installation of similar ANPR monitoring equipment at Belmont crossing (as suggested by local members);• Potential air quality monitoring equipment (as suggested during discussion with members) |
| Directorate | Community Development |
| Service area | Regeneration |
| Lead officer | Marcin Dane |
| Names and roles of other people involved in carrying out the impact assessment | |

The chart below contains the main environmental factors to consider in your initial assessment – choose the appropriate option from the drop-down list for each one.

Remember to think about the following;

- Travel
- Construction
- Data storage
- Use of buildings
- Change of land use
- Opportunities for recycling and reuse

| Environmental factor to consider | For the council | For the county | Overall |
|--|-------------------------------------|-------------------------------------|-------------------------------------|
| Greenhouse gas emissions | No effect on emissions | No Effect on emissions | No effect on emissions |
| Waste | No effect on waste | No effect on waste | No effect on waste |
| Water use | No effect on water usage | No effect on water usage | No effect on water usage |
| Pollution (air, land, water, noise, light) | No effect on pollution | No effect on pollution | No effect on pollution |
| Resilience to adverse weather/climate events (flooding, drought etc) | No effect on resilience | No effect on resilience | No effect on resilience |
| Ecological effects (biodiversity, loss of habitat etc) | No effect on ecology | No effect on ecology | No effect on ecology |
| Heritage and landscape | No effect on heritage and landscape | No effect on heritage and landscape | No effect on heritage and landscape |

If any of these factors are likely to result in a negative or positive environmental impact then a full climate change impact assessment will be required. It is important that we capture information about both positive and negative impacts to aid the council in calculating its carbon footprint and environmental impact.

| | | | | |
|--|---|---|------------------------|--|
| Decision (Please tick one option) | Full CCIA not relevant or proportionate: | ✓ | Continue to full CCIA: | |
| Reason for decision | <p>The funding requested from the ACC Economic, Regeneration, Tourism and Transport Project Development Fund will enable installation of new traffic and, potentially, air quality measuring equipment.</p> <p>The scheme, if progressed after the feasibility study, will have a positive climate change impact by promoting and encouraging active travel and sustainable and healthy transport and reduce pollution. It will help to manage the adverse impact of transport on the environment.</p> <p>Because the project is at a feasibility stage, a full climate change impact assessment is not currently deemed necessary. However, a full climate change impact assessment will be completed prior to full operation of the land train and implementation of the project.</p> | | | |
| Signed (Assistant Director or equivalent) | | | | |
| Date | | | | |

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Climate change impact assessment for Harrogate Station Mural Artwork

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

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

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

Version 2: amended 11 August 2021

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

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

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

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

| | |
|--|---|
| Title of proposal | Harrogate Station Mural Artwork |
| Brief description of proposal | To seek endorsement from the Harrogate & Knaresborough Area Constituency Committee to spend £15,000 - £20,000 to appoint an artist, develop a concept and install a public art in a form of mural at Harrogate Station. |
| Directorate | Community Development |
| Service area | Economic Development and Regeneration |
| Lead officer | Marcin Dane |
| Names and roles of other people involved in carrying out the impact assessment | |
| Date impact assessment started | 27/08/2024 |

Options appraisal

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

There were not other options assessed as part of this proposals.

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

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

The proposal (if successful) will be supported by the Economic Regeneration, Tourism and Transport Project Development Fund allocated to Harrogate and Knaresborough Area Committee.

| <p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p> | <p>Positive impact (Place a X in the box below where relevant)</p> | <p>No impact (Place a X in the box below where relevant)</p> | <p>Negative impact (Place a X in the box below where relevant)</p> | <p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents | <p>Explain how you plan to mitigate any negative impacts.</p> | <p>Explain how you plan to improve any positive outcomes as far as possible.</p> | |
|---|---|---|---|---|--|--|--|
| <p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p> | Emissions from travel | | | x | The project will appoint an artist who will be responsible for designing and delivering the mural in Harrogate. While unknown at this stage, it is expected that the artist will have to travel to the mural's proposed location. The impact of emissions from travel will be temporary. | The selected artist will be encouraged to travel by sustainable mode of transport if possible. | |
| | Emissions from construction | | x | | | | |
| | Emissions from running of buildings | | x | | | | |
| | Emissions from data storage | | x | | | | |
| | Other | | x | | | | |

| <p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p> | <p>Positive impact (Place a X in the box below where relevant)</p> | <p>No impact (Place a X in the box below where relevant)</p> | <p>Negative impact (Place a X in the box below where relevant)</p> | <p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents | <p>Explain how you plan to mitigate any negative impacts.</p> | <p>Explain how you plan to improve any positive outcomes as far as possible.</p> |
|--|---|---|---|---|---|---|
| <p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p> | | | x | <p>Various materials will be used on site (ie: paint, render) to deliver the scheme by the appointed artist. Some waste might be produced in the process of delivering the mural.</p> | <p>The appointed artist will be required to use eco-friendly paint and reuse materials as much as possible. If reuse is not possible, any waste will be disposed in responsible manner.</p> | |
| <p>Reduce water consumption</p> | | x | | | | |
| <p>Minimise pollution (including air, land, water, light and noise)</p> | | | | | | |
| <p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p> | | x | | | | |

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

| |
|---|
| <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>There are no recognised good practice environmental standards for delivery of murals. The appointed artist will be encouraged to follow general good practice standards.</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 project will have a short term, minimal negative impact on carbon emission. The nature of the proposed project is specific some carbon emission can be avoided – this will include travel to site by sustainable modes of transport if possible, recycling of paint and reuse of other materials if possible.

Sign off section

This climate change impact assessment was completed by:

| | |
|------------------------|---------------------------------------|
| Name | Marcin Dane |
| Job title | Principal Regeneration Officer |
| Service area | Regeneration |
| Directorate | Community Development |
| Signature | Marcin Dane |
| Completion date | 27/08/2024 |

Authorised by relevant Assistant Director (signature):

Date:

North Yorkshire Council

Harrogate and Knaresborough Area Constituency Committee

12 September 2024

Update on the Gully Cleaning Schedules in the Harrogate and Knaresborough ACC Area, from April 2024

Report of the Corporate Director - Environment

1.0 PURPOSE OF THE REPORT

- 1.1 To update the Committee on the gully cleaning schedules in the Harrogate and Knaresborough ACC Area, from April 2024 to August 2024.

2.0 UPDATE REQUEST

- 2.1 Following an informal Harrogate and Knaresborough Area Constituency programming session a member request came forward for a report to be delivered to the 12 September ACC on the cleaning schedules of gullies in Harrogate and Knaresborough from April 24 to present date.

3.0 GULLY CLEANSING PERFORMANCE MANAGEMENT

- 3.1 In July 2022 and July 2023 a risk base approach/ data led programme was introduced, using a software system called Kaarbontech.
- 3.2 A detailed survey of the gully assets across the county (164,171 identified on the county wide highway network) and the state of the gullies have been inputted into the software and these continue to be captured as new gullies are installed as part of new developments or improvement schemes.
- 3.3 Following a successful trial in 2022/23 an interim programme was introduced in September to take us to April 2024. This included input from the local highways teams to ensure main A roads and specific 'hots spots' were included. The programme identifies that approx. 98,503 gullies need to be attended in any given year, with certain high-risk locations. Including those that require 6 monthly cleans the annual figure in year 1 (2024/25) will be 105,820 cleans, with 105,846 in year 2 (2025/26),
- 3.4 By April 2024 all parts of the North Yorkshire area had seen 12 months of the new risk-based process, with evidence of performance improvement in the overall gully cleans. Appropriate amendments and improvements have taken place along the way to ensure the correct gullies are targeted. The new 2-year gully programme commenced from April 2024, which ensures the gully crews only attend those in need of attention, improving efficiency of the gully cleaning programme across the county.
- 3.5 Alongside the planned gully programme the highways team also have the ability to raise reactive orders, these are where exceptions are found in areas that may need intervention before the gully programme.

4.0 GULLIES IN HARROGATE AND KNARESBOROUGH

- 4.1 With approximately 39,000 recognised gully assets across Harrogate and Knaresborough the programme regime set against this identifies assets for a 6-month,

12-month, or 24-month clean. The frequency of cleans is determined on local knowledge and gully location, such as road category.

- 4.2 The programme is currently in Harrogate’s surrounding wards, due to return to Harrogate urban area in September. In Harrogate and Knaresborough urban area we have attended 4,065 gullies, to clean/clear the pots. We have completed 93 reactive (Non programmed gully) cleans in Harrogate on Knaresborough since April 24.
- 4.3 Appendix A identifies the Harrogate and Knaresborough programme, of which the team are delivering to the identified timescales, with no slippage to report at present. With any programme of this size slippage can occur due to sudden or widespread weather requiring resource to be assigned to responding to such events and or breakdown of machinery, but the teams do review outputs and progress weekly and where it is feasible to do so endeavour to make up the time lost in future weeks.

5.0 FINANCIAL IMPLICATIONS

- 5.1 There are no financial implications arising directly from this report as it provides an update on progress.

6.0 LEGAL IMPLICATIONS

- 6.1 The maintenance of gullies falls within the Council’s highway maintenance responsibilities. There are no legal implications arising directly from this report as it provides an update on progress.

7.0 EQUALITIES IMPLICATIONS

- 7.1 The purpose of this report is for updates only, separate reports are submitted when appropriate to ensure the equalities implications of each individual project is considered.
- 7.2 Consideration has been given to the Council’s Public Sector Equality Duty and the potential for any adverse impact arising from the recommendations of this report. Officers believe that the recommended options to deliver from this report do not have any adverse impacts on any of the protected characteristics identified in the Equalities Act 2010 or NYC’s additional agreed characteristics. The completed Equalities Impact Assessment screening form can be found in Appendix B.

8.0 CLIMATE CHANGE IMPLICATIONS

- 8.1 The purpose of this report is for updates only, separate reports are submitted when appropriate to ensure the equalities implications of each individual project is considered.
- 8.2 Consideration has been given to the potential for any adverse impacts on climate change arising from the recommendations of this report. A climate change assessment has been completed and included as Appendix C to this report.

| |
|------------------------------------|
| <h2>9.0 RECOMMENDATION</h2> |
|------------------------------------|

- | |
|---|
| <ul style="list-style-type: none">9.1 That the Area Committee notes the updates provided. |
|---|

APPENDICES:

Appendix A – Members Gully Programme

Appendix B – Equalities Impact Assessment screening form

Appendix C – Climate Change Assessment

Karl Battersby
Corporate Director of Environment
County Hall
Northallerton

Author of report: Melisa Burnham, Area Manager, Highways and Transportation.

Gully Programme by Ward Apr 24 - Mar 25

| Ward | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | Nov-24 | Dec-24 | Jan-25 | Feb-25 | Mar-25 |
|----------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Aire Valley with Lothersdale | | | | | | | | | | | | |
| Amotherby | | | | | | | | | | | | |
| Ampleforth | | | | | | | | | | | | |
| Appleton Roebeck & Church Fenton | | | | | | | | | | | | |
| Appleton Wiske & Smeatons | | | | | | | | | | | | |
| Bagby & Thorntons | | | | | | | | | | | | |
| Barden Fell | | | | | | | | | | | | |
| Barlby Village | | | | | | | | | | | | |
| Bedale | | | | | | | | | | | | |
| Bentham | | | | | | | | | | | | |
| Bishop Monkton & Newby | | | | | | | | | | | | |
| Boroughbridge | | | | | | | | | | | | |
| Brayton | | | | | | | | | | | | |
| Burmiston & Cloughton | | | | | | | | | | | | |
| Byram & Brotherton | | | | | | | | | | | | |
| Camblesforth & Carlton | | | | | | | | | | | | |
| Castle | | | | | | | | | | | | |
| Catterick & Brompton-on-Swale | | | | | | | | | | | | |
| Cawood & Wistow | | | | | | | | | | | | |
| Cayton | | | | | | | | | | | | |
| Claro | | | | | | | | | | | | |
| Colburn | | | | | | | | | | | | |
| Cowling | | | | | | | | | | | | |
| Croft & Middleton Tyas | | | | | | | | | | | | |
| Cropton | | | | | | | | | | | | |
| Dales | | | | | | | | | | | | |
| Danby & Mulgrave | | | | | | | | | | | | |
| Derwent [Kirby Misperton] | | | | | | | | | | | | |
| Derwent [Selby] | | | | | | | | | | | | |
| Derwent Valley & Moor | | | | | | | | | | | | |
| Easingwold | | | | | | | | | | | | |
| Eastfield | | | | | | | | | | | | |
| Eggborough | | | | | | | | | | | | |
| Embsay-with-Eastby | | | | | | | | | | | | |
| Escrick | | | | | | | | | | | | |
| Esk Valley | | | | | | | | | | | | |
| Falsgrave & Stepney | | | | | | | | | | | | |
| Filey | | | | | | | | | | | | |
| Fountains & Ripley | | | | | | | | | | | | |
| Fylingdales & Ravenscar | | | | | | | | | | | | |
| Gargrave and Malhamdale | | | | | | | | | | | | |
| Gilling West | | | | | | | | | | | | |
| Glusburn | | | | | | | | | | | | |
| Grassington | | | | | | | | | | | | |
| Great Ayton | | | | | | | | | | | | |
| Hambleton | | | | | | | | | | | | |
| Harrogate Bilton Grange | | | | | | | | | | | | |
| Harrogate Bilton Woodfield | | | | | | | | | | | | |
| Harrogate Central | | | | | | | | | | | | |
| Harrogate Coppice Valley | | | | | | | | | | | | |

APPENDIX A

| | | | | | | | | | | | | | |
|---|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Harrogate Duchy | | | | | | | | | | | | | |
| Harrogate Fairfax | | | | | | | | | | | | | |
| Harrogate Harlow | | | | | | | | | | | | | |
| Harrogate High Harrogate | | | | | | | | | | | | | |
| Harrogate Hookstone | | | | | | | | | | | | | |
| Harrogate Kingsley | | | | | | | | | | | | | |
| Harrogate New Park | | | | | | | | | | | | | |
| Harrogate Oatlands | | | | | | | | | | | | | |
| Harrogate Old Bilton | | | | | | | | | | | | | |
| Harrogate Pannal | | | | | | | | | | | | | |
| Harrogate Saltergate | | | | | | | | | | | | | |
| Harrogate St. Georges | | | | | | | | | | | | | |
| Harrogate Starbeck | | | | | | | | | | | | | |
| Harrogate Stray | | | | | | | | | | | | | |
| Harrogate Valley Gardens | | | | | | | | | | | | | |
| Hawes, High Abbotside & Upper Swaledale | | | | | | | | | | | | | |
| Hellfield and Long Preston | | | | | | | | | | | | | |
| Helmsley | | | | | | | | | | | | | |
| Hipswell | | | | | | | | | | | | | |
| Hovingham | | | | | | | | | | | | | |
| Huby | | | | | | | | | | | | | |
| Hunmanby | | | | | | | | | | | | | |
| Hutton Rudby | | | | | | | | | | | | | |
| Ingleton and Clapham | | | | | | | | | | | | | |
| Killinghall & Hampsthwaite | | | | | | | | | | | | | |
| Kirkbymoorside | | | | | | | | | | | | | |
| Knaresborough Aspin & Calcutt | | | | | | | | | | | | | |
| Knaresborough Castle | | | | | | | | | | | | | |
| Knaresborough Eastfield | | | | | | | | | | | | | |
| Knaresborough Scriven Park | | | | | | | | | | | | | |
| Leyburn | | | | | | | | | | | | | |
| Lower Swaledale & Arkengarthdale | | | | | | | | | | | | | |
| Lower Wensleydale | | | | | | | | | | | | | |
| Malton | | | | | | | | | | | | | |
| Marston Moor | | | | | | | | | | | | | |
| Masham & Kirkby Malzeard | | | | | | | | | | | | | |
| Mayfield | | | | | | | | | | | | | |
| Melsonby | | | | | | | | | | | | | |
| Middleham | | | | | | | | | | | | | |
| Monk Fryston | | | | | | | | | | | | | |
| Morton-on-Swale | | | | | | | | | | | | | |
| Newby | | | | | | | | | | | | | |
| Nidd Valley | | | | | | | | | | | | | |
| Northallerton North & Brompton | | | | | | | | | | | | | |
| Northallerton South | | | | | | | | | | | | | |
| Northstead | | | | | | | | | | | | | |
| Norton East | | | | | | | | | | | | | |
| Norton West | | | | | | | | | | | | | |
| Osmotherley & Swainby | | | | | | | | | | | | | |
| Ouseburn | | | | | | | | | | | | | |
| Pateley Bridge & Nidderdale Moors | | | | | | | | | | | | | |
| Penyghent | | | | | | | | | | | | | |
| Pickering East | | | | | | | | | | | | | |
| Pickering West | | | | | | | | | | | | | |
| Raskelf & White Horse | | | | | | | | | | | | | |
| Riccall | | | | | | | | | | | | | |
| Richmond East | | | | | | | | | | | | | |
| Richmond North | | | | | | | | | | | | | |
| Richmond West | | | | | | | | | | | | | |

APPENDIX A

| Ward | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | Nov-24 | Dec-24 | Jan-25 | Feb-25 | Mar-25 |
|---------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Rillington | | | | | | | | | | | | |
| Ripon Minster | | | | | | | | | | | | |
| Ripon Moorside | | | | | | | | | | | | |
| Ripon Spa | | | | | | | | | | | | |
| Ripon Ure Bank | | | | | | | | | | | | |
| Romanby | | | | | | | | | | | | |
| Ryedale South West | | | | | | | | | | | | |
| Scalby | | | | | | | | | | | | |
| Scotton | | | | | | | | | | | | |
| Seamer | | | | | | | | | | | | |
| Selby East | | | | | | | | | | | | |
| Selby West | | | | | | | | | | | | |
| Settle and Ribblesbanks | | | | | | | | | | | | |
| Sherburn | | | | | | | | | | | | |
| Sherburn in Elmet | | | | | | | | | | | | |
| Sheriff Hutton | | | | | | | | | | | | |
| Sinnington | | | | | | | | | | | | |
| Skipton East | | | | | | | | | | | | |
| Skipton North | | | | | | | | | | | | |
| Skipton South | | | | | | | | | | | | |
| Skipton West | | | | | | | | | | | | |
| South Milford | | | | | | | | | | | | |
| Sowerby & Topcliffe | | | | | | | | | | | | |
| Spofforth with Lower Wharfedale | | | | | | | | | | | | |
| Stokesley | | | | | | | | | | | | |
| Streonshalh | | | | | | | | | | | | |
| Sutton-in-Craven | | | | | | | | | | | | |
| Tadcaster | | | | | | | | | | | | |
| Tanfield | | | | | | | | | | | | |
| Thirsk | | | | | | | | | | | | |
| Thornton Dale | | | | | | | | | | | | |
| Thorpe Willoughby | | | | | | | | | | | | |
| Upper Wharfedale | | | | | | | | | | | | |
| Washburn | | | | | | | | | | | | |
| Wathvate | | | | | | | | | | | | |
| Weaponness & Ramshill | | | | | | | | | | | | |
| West Craven | | | | | | | | | | | | |
| Whitby West Cliff | | | | | | | | | | | | |
| Whitley | | | | | | | | | | | | |
| Wolds | | | | | | | | | | | | |
| Woodlands | | | | | | | | | | | | |
| Yoredale | | | | | | | | | | | | |

| Initial equality impact assessment screening form | | | |
|--|--|----|------------------------------|
| This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate. | | | |
| Directorate | Environment Services | | |
| Service area | Highways and Transportation | | |
| Proposal being screened | Update on the gully cleaning schedules in the Harrogate and Knaresborough ACC area, from April 2024 | | |
| Officer(s) carrying out screening | Melisa Burnham | | |
| What are you proposing to do? | To update the committee on the gully cleaning schedules in the Harrogate and Knaresborough ACC area, from April 2024 to August 2024. | | |
| Why are you proposing this? What are the desired outcomes? | The report requests that members note the updates provided. | | |
| Does the proposal involve a significant commitment or removal of resources? Please give details. | No | | |
| Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt. | | | |
| Protected characteristic | Potential for adverse impact | | Don't know/No info available |
| | Yes | No | |
| Age | | X | |
| Disability | | X | |
| Sex | | X | |
| Race | | X | |
| Sexual orientation | | X | |
| Gender reassignment | | X | |
| Religion or belief | | X | |
| Pregnancy or maternity | | X | |
| Marriage or civil partnership | | X | |
| NYCC additional characteristics | | | |

APPENDIX B

| | | | |
|---|---|---|-----------------------|
| People in rural areas | | x | |
| People on a low income | | x | |
| Carer (unpaid family or friend) | | x | |
| Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details. | N/A | | |
| Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion. | N/A | | |
| Decision (Please tick one option) | EIA not relevant or proportionate: | x | Continue to full EIA: |
| Reason for decision | The purpose of the report is an update only, outlining processes of current processes and procedures already set up and approved. | | |
| Signed (Assistant Director or equivalent) | Nigel Smith | | |
| Date | 30.08.24 | | |

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 | Update on the gully cleaning schedules in the Harrogate and Knaresborough ACC area, from April 2024 |
| Brief description of proposal | To update the Committee on the gully cleaning schedules in the Harrogate and Knaresborough ACC area, from April 2024 to August 2024. |
| Directorate | Environmental Services |
| Service area | Highways & Transportation |
| Lead officer | Melisa Burnham (Area Manager) |
| Names and roles of other people involved in carrying out the impact assessment | |
| Date impact assessment started | 19/08/24 |

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

Not applicable

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

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

The content of this report is for update purposes only, to share details of the gully cleaning programme. Costs of which are included as part of revenue budgeting each year.

| <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,</p> | <p>Emissions from travel</p> | <p>x</p> | | <p>Impact is minimal, routes are efficiently planned</p> | <p>No negative impacts identified.</p> | <p>N/A</p> |
| | <p>Emissions from construction</p> | <p>x</p> | | <p>N/A</p> | <p>N/A</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>increasing energy efficiencies etc.</p> | <p>Emissions from running of buildings</p> | <p>X</p> | | <p>N/A</p> | <p>N/A</p> | <p>N/A</p> |
| <p>Other</p> | | | | | | |
| <p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p> | | <p>X</p> | | <p>N/A</p> | <p>N/A</p> | <p>N/A</p> |
| <p>Reduce water consumption</p> | | <p>X</p> | | <p>N/A</p> | <p>N/A</p> | <p>N/A</p> |
| <p>Minimise pollution (including air, land, water, light and noise)</p> | | <p>x</p> | | <p>N.A</p> | <p>N/A</p> | <p>N/A</p> |
| <p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p> | <p>X</p> | | | <p>The ongoing gully cleaning programme manages the water on the road network, this will have a positive impact on the management of flood risk areas.</p> | | <p>To continue to see improvements in the efficient delivery of gully cleans and drainage cleaning management.</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>Enhance conservation and wildlife</p> | | <p>X</p> | | | | |
| <p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p> | | <p>X</p> | | | | |
| <p>Other (please state below)</p> | | | | | | |

| |
|--|
| <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>- N/A</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.

Whilst it is recognised that the gully cleaning schedule and associated drainage cleans will have a positive impact on the management of flood risk areas, know flooding hot spots the purpose of this report is to provide members with an update pf the ongoing gully cleaning programme only.

Sign off section

This climate change impact assessment was completed by:

| | |
|------------------------|------------------------------------|
| Name | Melisa Burnham |
| Job title | Area Manager |
| Service area | Highways and Transportation |
| Directorate | Environment Services |
| Signature | |
| Completion date | 19/08/24 |

Authorised by relevant Assistant Director (signature): Nigel Smith, Head of Highway Operations

Date: 30.08.2024

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North Yorkshire Council

Harrogate and Knaresborough Area Constituency Committee

12 September 2024

Harrogate and Knaresborough Active Travel Updates

Report of Corporate Director of Environment

| |
|----------------------------------|
| 1.0 PURPOSE OF THE REPORT |
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- | |
|--|
| 1.1 To advise the Committee of progress to date on the delivery of Active Travel schemes within Harrogate and Knaresborough, |
|--|

2.0 UPDATE REQUEST

- 2.1 Following an officer presentation at the 24 May 2024 Harrogate and Knaresborough Constituency committee members requested a further detailed update regarding the Active Travel schemes in progress across Harrogate and Knaresborough. Councillors had requested further details regarding the individual project timescales final delivery dates. Further details of expected delivery dates and associated budgets available can be found in Appendix A.

3.0 OATLANDS AND WETHERBY ROAD CROSSINGS

- 3.1 The proposed crossing points are at the junctions of Slingsby Walk/Oatlands Drive and Slingsby Walk/Wetherby Road. Slingsby Walk is a key walking and cycling link on the Stray – it is one of the only parts of the Stray where cycling is permitted at this present time. The existing crossing points are in need of improvement. Designs have been produced for a Tiger crossing on Oatlands Drive and a Toucan crossing on Wetherby Road.
- 3.2 Stray land is required to build the crossings to the appropriate standard. In accordance with the Stray Act, land must be dedicated as public open space in exchange for any Stray which is to be “enclosed”.
- 3.3 An initial consultation was held between 25 April and 12 May 2024, asking the public to comment on both the crossing points and three land exchange options. As a result of this consultation, it was highlighted that one of the land exchange options was not suitable since this had already been dedicated as Public Open Space as part of the Empress Roundabout works previously. As such, a secondary consultation was held on land exchange options only, between 24 June and 14 July. Following the conclusion of this second consultation NYC officers are able to commence the land dedication legal process with the Duchy of Lancaster.
- 3.4 Separate to this, an application has been lodged to classify the Stray as common land. Legal advice on this matter was required, but in August 2024 it was confirmed that the highway scheme is to be considered under the applicable law in force at the time of the decision (i.e., The Stray Act 1985). As such the scheme can proceed, provided the land exchange process is adhered to. Works were paused whilst awaiting legal advice to avoid abortive work, however detailed design and Traffic Regulation Orders are now being progressed.

4.0 HARLAND WAY

- 4.1 Resources were allocated by former Harrogate Borough Council (HBC) for the resurfacing of Harland Way between East Park Road, Spofforth and the outskirts of Wetherby. The route is approximately 3km long with surface conditions and widths varying. The current surface is unbound stone and it is proposed to replace this like for like, but to profile the surface to improve drainage. There are issues with vegetation overgrowing the extents of the path narrowing its effective width. Trees also overhang the path; these will require pruning to a height of around 3m to allow wagons to access and egress the path.
- 4.2 An initial site meeting was held with Area 6 Highways representatives, North Yorkshire Highways and Parks and grounds on the 26 July. It would be desirable to widen the path to the 3m required for shared use in line with the latest LTN 1/20 guidance, however it is not expected to be able to do this along the length of the path within the budget allocated. As such it is proposed to widen where there are pinch points only.

5.0 ACTIVE TRAVEL FUND (ATF) 2 – VICTORIA AVENUE

- 5.1 Consultants are currently working on the detailed design and expect to have this completed no later than October 2024. It is intended to deliver the pedestrian only scheme as soon as practicable, depending on the outcomes of the Traffic Regulation Order process. The works will be tendered through the civil engineering framework as soon as the detailed designs are completed. It is intended to commence works before the end of the financial year.
- 5.2 A potential phase two of the works is subject to additional funding being awarded, details of future funding opportunities to bid for are still unknown to date. A feasibility study for a central bi-directional cycle track is currently in development. If this appears viable it will be developed to a preliminary design/bid ready status, if a funding bid is successful this would be delivered in a second phase of works.

6.0 BILTON CROSSING

- 6.1 This is a crossing point requested by cycle groups. Design was prepared and locals were consulted on this, safety issues were highlighted which prompted a Road Safety Assessment (RSA) to be completed. The RSA has been completed however due to staffing issues there have been delays in issuing the report. Upon receipt of the report any issues highlighted will need to be rectified, tender documents produced and passed to North Yorkshire Highways to program the works.

7.0 KILLINGHALL GREENWAY BUILD OUT

- 7.1 A discussion has taken place with the local member regarding the proposal. An informal engagement exercise will take place with local residents and businesses in the area to advise them of the proposals. This has been delayed due to resource pressures and required allocation to the large highways' capital and active travel delivery. A timescale to ensure the engagement exercise is carried out before the end of September, with a view to proceeding with any necessary traffic regulation orders October to November has been agreed.

8.0 OTLEY ROAD SUSTAINABLE TRANSPORT MEASURES/NPIF

- 8.1 Following the decision by former NYCC BES Executive Members to re-allocate the remaining funding from the National Productivity Investment Fund (NPIF) to a package of 'Sustainable Transport Measures' for the West of Harrogate, design works for ten individual schemes have commenced and next steps for delivery have been identified.

This is a package of ten separate projects each on their own timelines with varying consultation requirements.

- 8.2 Cold Bath Road Signals Upgrades - Implementation of the signals upgrades does not require consultation. It is intended to link the signals at this junction with Pannal Ash Road.
The lead time between instructing design and site implementation is approximately 6 months. Design to be started in August 2024 – potentially February 2025 delivery.
- 8.3 Otley Road Bus Stop Upgrades - Site visits have been undertaken, Area 6 Highways team currently preparing a price for the works. This will determine how many new shelters/live update signs can be installed.
Once this is confirmed engagement with residents can commence and a site walkover with the local councillor can be arranged. Works can then be ordered. Delivery timescale is dependent on lead times for live update signage and contractor availability.
- 8.4 Cold Bath Road 20mph - Speed surveys are now complete, and discussions have been had with North Yorkshire Police. Traffic calming is required only on Cold Bath Road (between Otley Road and Queens Road) and Beech Grove. Remaining streets within the proposed 20mph zone already have low vehicle speeds and so a 20mph can be implemented with signage only. Consultation on the proposals/Traffic Regulation Orders (TRO) is anticipated to be during September – October 2024.
The TRO process timescales depends on whether objections are received.
- 8.5 Access Arrangements at Falcon Chiropractic - Signals upgrade works to be completed in before end of 24/25 financial year. The bin location is to be amended at the same time. Raised table previously proposed on existing crossing is not required since vehicle speeds are already compliant with the existing 20mph zone.
- 8.6 Crossing point Western Primary School - Design has been produced and TRO consultation will be in September/October.
Implementation governed by TRO outcomes/legal/contractor availability.
- 8.7 Improve Crossing point from PROW Green Lane Ashville College - Design has been produced and TRO consultation will be in September/October.
Implementation governed by TRO outcomes/legal/contractor availability.
- 8.8 Review signing for cycle paths. - This is linked to cycle priority work led by the transport planning team; delivery will be towards end of NPIF program.
- 8.9 20mph Harrogate Grammar and surrounding streets - The design has been produced and TRO consultation will commence in September/October. The implementation is governed by TRO outcomes and resource availability of contractors.
- 8.10 Cycle parking/improved public realm Cold Bath Road - Requires planning permission so delivery would be towards end of the overall NPIF program. Feasibility work is still ongoing.
- 8.11 Patching/resurfacing Rosset Cycle Path - Vegetation cutting back/weed spraying complete July 2024. This will be delivered by North Yorkshire Highways in Quarter 2 of 2024.
- 9.0 HTIP- HIGHWAYS TRANSPORTATION IMPROVEMENT PLAN**
- 9.1 HTIP2 study report is currently being reviewed internally by officers for comment. Once the report has been reviewed the findings will be report back to members in autumn / winter.

10.0 SCHEMES IN DEVELOPMENT

10.1 Bilton to Hornbeam Park - cycle route - Following sign off on 09 August 2024, approvals are now in place from the Corporate Director to spend £40k from the AC Development Fund to take the existing WSP feasibility designs up to a prelim design stage. There would also be a contribution from Active Travel England Capability funding – this is a 5km long route with a number of challenges and constraints. Officers and consultants are currently undertaking a scoping exercise to de-risk the scheme prior to investing £150k on developing this to bid ready status.

11.0 A59 MISSING LINK

11.1 Following sign off on 09 August 2024 approvals are now in place from the AC and Corporate Director to spend £10k from the AC Development Fund to fund a feasibility study and a preliminary design for the 200m long missing section of cycle path on the A59 between Knaresborough and Harrogate golf club. Design works are currently ongoing to develop to bid ready status in anticipation of future funding pots announcement. Whilst design work is likely to take one month, a finish date will be guided by the completion of topographical survey which needs to be complete before design works can progress.

12.0 HARROGATE CYCLE NETWORK DEVELOPMENT PRIORITISATION

12.1 Key stakeholder engagement on the Harrogate cycle priorities is underway and is estimated to be complete by the end of September. Work on the Knaresborough cycle priorities is progressing well with initial assessment and sifting of 80 routes complete. Next step for the Knaresborough work will be a site visit and further dialogue with internal teams to finalise a top 10, before seeking key stakeholder views.

13.0 FINANCIAL IMPLICATIONS

13.1 The purpose of this report is for updates only, separate reports are submitted when appropriate to ensure the financial implications of each individual project is considered. The approved budgets available for each project and the source of funding has been identified in Appendix A.

14.0 LEGAL IMPLICATIONS

14.1 The purpose of this report is for updates only, separate reports are submitted when appropriate to ensure the legal implications of each individual project is considered.

14.2 Proposals being developed may require vertical calming measures and as such these would also be subject to consultation as required under The Highways (Road Humps) Regulations 1999.

14.3 Several of the proposals within this report will require Traffic Regulation Orders. When designs are complete officers will commence the statutory legal process including consultation on the making and/or amending of any Traffic Regulation Orders currently in place. In making these proposals the Council has had regard to its duty pursuant to Section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient, and safe movement of vehicular and other traffic including pedestrians. Further consideration will be given to this duty when considering the responses to the consultation exercises. If objections are received in relation to the TRO schemes consideration will also need to be given to holding of a public inquiry.

15.0 EQUALITIES IMPLICATIONS

- 15.1 The purpose of this report is for updates only, separate reports are submitted when appropriate to ensure the equalities implications of each individual project is considered.
- 15.2 Consideration has been given to the Council's Public Sector Equality Duty and the potential for any adverse impact arising from the recommendations of this report. Officers believe that the recommended options to deliver from this report do not have any adverse impacts on any of the protected characteristics identified in the Equalities Act 2010 or NYC's additional agreed characteristics. The completed Equalities Impact Assessment screening form can be found in Appendix B.

16.0 CLIMATE CHANGE IMPLICATIONS

- 16.1 The purpose of this report is for updates only, separate reports are submitted when appropriate to ensure the equalities implications of each individual project is considered.
- 16.2 Consideration has been given to the potential for any adverse impacts on climate change arising from the recommendations of this report. A climate change assessment has been completed and included as Appendix C to this report. It is the view of officers that the recommendations included in this report do not have any adverse impacts on Climate change; once the works are implemented there should be a benefit as the measures encourage modal shift away from car use.

17.0 RECOMANDATION

- 17.1 That the Area Committee notes the updates provided.

APPENDICES

Appendix A - Harrogate and Knaresborough Active Travel schemes progress
Appendix B - Initial equality impact assessment screening form
Appendix C - Climate change impact assessment

Karl Battersby
Corporate Director of Environment
County Hall
Northallerton

Author of report: Melisa Burnham, Area Manager, Highways and Transportation

Harrogate and Knaresborough Active Travel schemes progress
Update: August 2024

| Project | Budget Allocation | Approved funding source | Updates to date | Expected delivery date |
|---|-------------------|-------------------------|--|------------------------|
| Oatlands and Wetherby Crossings | £200,000 | LTP | <ul style="list-style-type: none"> Initial public consultation held 25th April to 12th May 24. As part of this it was identified that one of the land exchange options was not suitable. A second consultation was required and took place 24th June- 14th July. Land dedication legal process was delayed due to the above, but it can now commence. Delivery date is subject to the completion of this process that can't be determined yet. | To be confirmed (TBC) |
| Harland Way – Resurfacing | £200,000 | LTP | <ul style="list-style-type: none"> Determined early July that the Local Highways team would deliver this. An initial site meeting was held with Area 6 Highways representatives, NY Highways and Parks and grounds on the 26th July. Designs in progress | Q4 24 – Q1 25 |
| ATF 2 Victoria Avenue - pedestrian improvements | £807,000 | Active Travel Fund 2 | <ul style="list-style-type: none"> Detailed design in progress Traffic Regulation Order is in preparation and will be required before build commences. | Q4 24 |
| Bilton Crossing | TBC | 106 Monies | <ul style="list-style-type: none"> Road Safety Audit still to be concluded, followed by any necessary re design. | Q3-Q4 24 |

| | | | | |
|---|----------|--|---|---|
| Killinghall Build Out | TBC | 106 Monies | <ul style="list-style-type: none"> • Design to be concluded following informal consultation. • Traffic Regulation Orders are also likely to be required following the initial consultation. | Q4- 24- Q1-25 |
| Otley Road Sustainable Transport Measures | £710,000 | <p>NPIF Cold Bath Road signals upgrade</p> <p>Otley Road bus stops upgrades</p> <p>Cold Bath Road 20mph</p> <p>Access arrangements at Falcon Chiropractic 24</p> <p>Crossing point western primary school TBC</p> <p>Improved crossing point from PROW Green Lane Ashville college TBC</p> | <ul style="list-style-type: none"> • Traffic Regulation Order to take place Autumn 24. • Consultations and engagement to take place Autumn school term • Consultations and engagement to take place Autumn school term | <p>Q1- 25</p> <p>TBC - Not yet programmed</p> <p>Q2- 25 implementation</p> <p>Q4-24</p> <p>TBC - Not yet programmed</p> <p>TBC- Not yet programmed.</p> <p>TBC – Not yet programmed</p> |

| | | | | |
|---|--|--|--|---|
| | | <p>Review signing for cycle paths</p> <p>20MPH Surrounding streets</p> <p>Cycle parking/ improved public realm- feasibility stage still Delivery TBC</p> <p>Resurfacing Rossett cycle path</p> | <ul style="list-style-type: none"> • Implementation and delivery governed by Traffic Regulations Order process. Delivery TBC • Feasibility stage • Programmed to be delivered end of August 2024. | <p>TBC – Not yet programmed</p> <p>Delivery TBC- Not yet programmed</p> <p>Q2 2024.</p> |
| HTIP- Highways Transportation Improvement Package | | | <ul style="list-style-type: none"> • HTIP 2 Study report will be presented to members Autumn/ winter 24. | TBC |

| Initial equality impact assessment screening form | | | |
|--|--|----|------------------------------|
| <p>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</p> | | | |
| Directorate | Environment Services | | |
| Service area | Highways and Transportation | | |
| Proposal being screened | Harrogate and Knaresborough Active Travel updates | | |
| Officer(s) carrying out screening | Melisa Burnham | | |
| What are you proposing to do? | To advise the committee of progress to date on the delivery of Active Travel schemes within Harrogate and Knaresborough. | | |
| Why are you proposing this? What are the desired outcomes? | Following an officer presentation at the May (24) Harrogate and Knaresborough Constituency committee members requested a further detailed update regarding the Active Travel schemes in progress across Harrogate and Knaresborough. Councillors had requested further details regarding the individual project timescales final delivery dates. | | |
| Does the proposal involve a significant commitment or removal of resources? Please give details. | No | | |
| <p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics</p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.</p> | | | |
| Protected characteristic | Potential for adverse impact | | Don't know/No info available |
| | Yes | No | |
| Age | | X | |
| Disability | | X | |
| Sex | | X | |

| | | | |
|--|--|---|-----------------------|
| Race | | x | |
| Sexual orientation | | x | |
| Gender reassignment | | x | |
| Religion or belief | | x | |
| Pregnancy or maternity | | x | |
| Marriage or civil partnership | | x | |
| NYCC additional characteristics | | | |
| People in rural areas | | x | |
| People on a low income | | x | |
| Carer (unpaid family or friend) | | x | |
| Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details. | This report outlines and over arching update only. Individual project consultations are taking place in the community before implementation. | | |
| Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion. | N/A | | |
| Decision (Please tick one option) | EIA not relevant or proportionate: | x | Continue to full EIA: |
| Reason for decision | This is a report outlining updates of a number of projects across Harrogate and Knaresborough. It should be recognised that detailed consultations with stakeholders, residents, and businesses within the vicinity of the proposals will be consulted before works are implemented. | | |
| Signed (Assistant Director or equivalent) | Nigel Smith, Head of Highway Operations | | |
| Date | 30.08.2024 | | |



Climate change impact assessment

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

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

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

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 and Knaresborough Active Travel updates |
| Brief description of proposal | To advise the committee of progress to date on the delivery of Active Travel schemes within Harrogate and Knaresborough. |
| Directorate | Environmental Services |
| Service area | Highways & Transportation |
| Lead officer | Melisa Burnham (Area Manager) |
| Names and roles of other people involved in carrying out the impact assessment | |
| Date impact assessment started | 19/08/23 |

Options appraisal

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

Not applicable

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

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

The purpose of this report is to provide an update of progress, with identified timescales and project details. Budgets have been identified for those projects already in progress and it is recognised that those in development still required identified funding, likely from future bits such as Active Travel, if available.

| <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> | <p>Emissions from travel</p> | <p>X</p> | | | <p>Active travel schemes will provide a positive opportunity for the community to make 'greener' travel options.</p> | <p>No negative impacts identified.</p> | <p>Improved engagement with the public to support the take-up of more active travel options and to continue with the delivery of other strategic transport projects in Harrogate Town Centre. Continue to support the schools with travel planning implementation.</p> |
| | <p>Emissions from construction</p> | | <p>x</p> | | <p>There is likely to be no impact.</p> | <p>N/A</p> | <p>N/A</p> |
| | <p>Emissions from</p> | | <p>X</p> | | <p>N/A</p> | <p>N/A</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> | |
|---|---|---|---|---|---|--|--|
| | running of buildings | | | | | | |
| | Other | | | | | | |
| <p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p> | | X | | | | | |
| <p>Reduce water consumption</p> | | X | | | | | |
| <p>Minimise pollution (including air, land, water, light and noise)</p> | X | | | <p>Over a longer time period by creating safer streets and supporting sustainable travel infrastructure in the immediate area will facilitate a modal shift of modes of transport.</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>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p> | | X | | | | |
| <p>Enhance conservation and wildlife</p> | | X | | | | |
| <p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p> | | X | | | <p>New signage will be required, but necessary policies will be adhered to ensuring locations are sympathetic to the area and only where legally required.</p> | |

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

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

- N/A

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

The purpose of this report is to provide an over arching update of Active Travel projects in Harrogate and Knaresborough. Where required individual projects will be reported for necessary legal, financial and climate change considerations.

Sign off section

This climate change impact assessment was completed by:

| | |
|------------------------|------------------------------------|
| Name | Melisa Burnham |
| Job title | Area Manager |
| Service area | Highways and Transportation |
| Directorate | Environment Services |
| Signature | |
| Completion date | 19.08.24 |

Authorised by relevant Assistant Director (signature): Nigel Smith, Head of Highway Operations

Date: 30.08.2024

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North Yorkshire Council

Harrogate and Knaresborough Area Committee

12 September 2024

Outside Bodies – Position Statement

1.0 PURPOSE OF REPORT

- 1.1 To update Members on the current position regarding Council appointments to Outside Bodies in the Harrogate and Knaresborough area.

2.0 BACKGROUND

- 2.1 In 2023, the Council carried out a review of the Outside Bodies to which it appointed Members. The review identified those which aligned with the strategic and operational priorities of the Council, streamlined the number, and reduced the workload on Members, which had reduced from 319 to 90 following Local Government Reorganisation.
- 2.2 This followed a recommendation from the cross-party Constitution Working Group to the Executive. The Executive considered this on 17 October 2023, and made a recommendation to Full Council, which was approved on 15 November 2023.
- 2.3 As a result of these changes, the Council stopped appointing Members to some Outside Bodies based in the Harrogate and Knaresborough area, although Members could continue to sit on these bodies in a personal capacity if they wished to do so. Members of the Harrogate and Knaresborough Area Committee have requested a report summarising these changes.

3.0 CATEGORY 2 AND 3 OUTSIDE BODIES

- 3.1 Appointments to Category 2 and 3 Outside Bodies were made by the relevant Area Constituency Committees in May 2022 for the final year of North Yorkshire County Council, and then for a period of 4 years from the start of the new Unitary Authority to May 2027. This was also further reviewed at the relevant Area Constituency Committee Meetings throughout June 2023.
- 3.2 Category 2 outside bodies typically operated across the geographic area of more than one Electoral Division. The Constitution stated, with regard to Category 2 outside bodies, that:
- those appointed should be Councillors;
 - some Officer briefing or other support may be provided;
 - any report back will be to the Area Constituency Committee (which may report to the Executive on it, if appropriate); and
 - expenses will be paid to Councillors unless they are payable by the body appointed to.
- 3.3 Category 3 outside bodies typically operated across a smaller geographic area, usually within a single Electoral Division. The Council's Constitution stated, with regard to Category 3 outside bodies, that:

- the person appointed is expected to be a member of the local community, but may be the local Member;
- the local Member will make a nomination to the relevant Area Constituency Committee;
- there will be no Officer support;
- there will be no report back (unless the local Member deems it necessary) and any report back will be to the Corporate Director of Resources; and
- expenses will not be paid by the Council.

3.4 The Members' Working Group on the Constitution made the following recommendation to Executive, which was ultimately agreed at Full Council on 15 November 2023 (Minute 42/24, point 11):

Remove all the Category 3 Outside appointments completely and review the remaining Category 1 and Category 2 appointments against the agreed set of criteria and ascertain which bodies align with the strategic and operational priorities of the Council. This would reduce the number significantly. As there is no requirement for Elected Members to report back to Council for these positions, there is no feedback or understanding of what the Outside Body is achieving or how that fits with the Council's objectives, if at all.

3.5 The following criteria were applied to determine whether an Outside Body would remain as appointed to by the Council:

Does the Outside Body fit with these and align with the Council's priorities?

- *Place and Environment*
- *Economy*
- *Health and Wellbeing*
- *People*
- *Organisation*

These ambitions allow us to focus on local areas providing local services and access, local accountability, action, and empowerment.

Questions:

1. *Does the body specifically require Elected Member representation? Can it continue without Elected Member representation, i.e., a local representative?*
2. *Is the remit and/or purpose of the body clear and within the strategic remit of the Council? Is it beneficial to us?*
3. *Does it make decisions on policy or finance significant to the Council or impact on the local place?*

Yes to all three questions - body remains

Yes to Q1 & 2 – body remains

No to Q2 or all – body removed.

4.0 CURRENT STATUS OF OUTSIDE BODIES IN THE HARROGATE AND KNARESBOROUGH AREA

4.1 Below is a summary of the current Outside Bodies to which the Council still appoints Members:

| Outside Body | No of Seats | Appointed By | Current Member(s) |
|---|--------------------|--|---|
| Harrogate and District Community Action - Board of Trustees | 1 | Executive | Cllr S Gibbs |
| Harrogate and District NHS Foundation Trust | 1 | Executive | Cllr N Brown |
| Harrogate and District Community Action | 1 | Harrogate and Knaresborough Area Committee | Cllr S Gibbs |
| Nidd Gorge Advisory Partnership | 6 | Harrogate and Knaresborough Area Committee | Cllr P Broadbank Cllr P Haslam Cllr A Warneken Cllr M Walker Cllr H Gostlow Cllr M Schofield |
| The Local Fund | 1 | Harrogate and Knaresborough Area Committee | Cllr S Gibbs |

4.2 The list of Outside Bodies is updated and available to view publicly at any time in the Council's Constitution, at Part 3, Schedule 5, Appointments to Outside Bodies.

5.0 FINANCIAL IMPLICATIONS

5.1 None.

6.0 LEGAL IMPLICATIONS

6.1 None.

7.0 EQUALITIES IMPLICATIONS

7.1 None.

8.0 CLIMATE CHANGE IMPLICATIONS

8.1 None.

9.0 RECOMMENDATION

9.1 That the report be noted.

APPENDICES:

None.

BACKGROUND PAPERS:

[Amendments to the Council's Constitution](#) (report to Full Council, 15 November 2023).
[NYC Constitution](#) (Version 8, July 2024).

Report Author – Edward Maxwell, Senior Democratic Services Officer

North Yorkshire Council

Harrogate and Knaresborough Area Committee

12 September 2024

Work Programme Report

1.0 PURPOSE OF REPORT

- 1.1 To ask Members to consider the Committee's work programme and amend it as required.
- 1.2 To inform Members and the public of work undertaken since the last Committee meeting, including informal meetings and working group sessions.

2.0 BACKGROUND

- 2.1 The intention is for the Committee to develop a work programme that:
 - a) is owned by the Committee,
 - b) has items on it that are important locally but relevant at a strategic level,
 - c) evolves over time and is not static.
- 2.2 The Committee Chairman, Vice-Chairman and the Democratic Services Officer will keep the work programme up to date. They will also determine which items need to be considered at a committee meeting, and which could be dealt with by an informal working group.
- 2.3 Issues which are considered by the Committee can be:
 - a) referred to an officer at the Council for a response,
 - b) referred to the Democratic Services Officer, to conduct further research to ascertain whether it was appropriate for the Committee to review,
 - c) referred to the relevant Overview and Scrutiny Committee,
 - d) referred to the Chairman and Vice-Chairman to consider, outside of a formal committee meeting,
 - e) referred to the appropriate Executive Member to consider.
- 2.4 The Work Programme Report is considered at every meeting. It is an opportunity for Members to request additions to the programme of work, but also it provides a public summary of the work undertaken since the last Committee meeting, including informal meetings and discussions which are not held in public.

3.0 WORKING GROUPS

3.1 The following working group meetings have taken place the last meeting of the Committee on 30 May 2024:

a) **Harrogate Station Gateway Working Group:**

- i. **17 July 2024.** General update on the progress of the scheme, and information on planned works taking place over the remainder of 2024 (minutes of the meeting at Appendix B).

b) **Community and Voluntary Sector Working Group:**

- i. **10 July 2024.** Update following completion of Localities team restructure, and information on establishment of Community Anchor Organisations (minutes of the meeting at Appendix C).

c) **Climate Change Working Group:** No formal meetings have taken place; however, Cllr Haslam has met with Highways officers from Area 6 to discuss the development of a cycle route on Victoria Avenue, Harrogate, and other councillors to discuss the air quality monitoring to be put in place at Starbeck Level Crossing.

d) **Water Quality Working Group:** Cllr Gostlow and Cllr Haslam have agreed a proposal that the Water Quality Working Group be dissolved, and its remit included in that of the Climate Change Working Group. There is a great deal of crossover between the two issues, and the current level of work between the two groups would not result in an excessive workload, while reducing the admin required to support the groups.

4.0 INFORMAL BRIEFINGS

4.1 The following informal briefings have taken place since the last meeting of the Committee on 30 May 2024:

- a) **15 July 2024.** Seed Funding for Economic Development. Session to discuss options for allocating AC £50k seed funding budget, followed by a brief informal work programming session.
- b) **25 July 2024.** Mid-Cycle Briefing, to discuss and confirm agenda items to be considered at the 12 September 2024 meeting.

5.0 FUTURE ITEMS OF WORK

5.1 An informal work programming session will be arranged for October 2024, where members will have a further opportunity to amend the programme.

5.2 The Democratic Services Officer maintains a live version of the work programme, which is available for any committee member on request. A current version is always included in the papers for each committee meeting as part of the Work Programme Report.

5.3 A summary of items scheduled for consideration at the next two meetings of the Committee (28 November 2024 and 25 March 2025) are at paragraph 1 of the work programme (Appendix A).

5.4 A list of future items of work, which do not yet have a date for consideration, is at paragraph 2 of the work programme (Appendix A).

6.0 RECOMMENDATION

6.1 Members are asked to:

- a) consider the Committee's work programme and amend it as required.
- b) note the work undertaken by working groups since the last Committee meeting.
- c) agree the proposed dissolution of the Water Quality Working Group, and the inclusion of its remit within that of the Climate Change Working Group.

APPENDICES:

Appendix A: HKAC Work Programme (September 2024).

Appendix B: Minutes of the meeting of the Harrogate Station Gateway Working Group meeting, held on 17 July 2024.

Appendix C: Minutes of the meeting of the Community Voluntary Sector Working Group meeting, held on 10 July 2024.

BACKGROUND PAPERS:

None.

Report Author – Edward Maxwell, Senior Democratic Services Officer.

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North Yorkshire Council

HARROGATE AND KNARESBOROUGH AREA COMMITTEE

WORK PROGRAMME

1. Forthcoming Committee Meetings

Thursday 12 September 2024, 10:00, Harrogate Civic Centre

| Item | Contact Officer | Notes |
|---|---|--|
| Receipt of Petition "to Reconsider the Plans to Require Knaresborough Market Traders to Self-Erect their Stalls, and Preserve a Beloved Local Landmark" | Edward Maxwell (Senior Democratic Services Officer) | AC to note a petition received, and consider a response. |
| Seed Funding for Economic Development | Rebecca Micallef (Economy and Transport Officer) | AC to consider and agree which priority schemes it supports and takes forward with the remainder of the funds available. |
| Harrogate Active Travel Update | Jasmin Gibson (Improvement Project Delivery Manager) | Ref. Min 72/24. |
| Update on Gulley Drainage | Melisa Burnham (Area Manager, Highways and Transportation) | Data on gullies attended/maintained since April 2024. |
| Appointment to Outside Bodies – Position Statement | Christine Phillipson (Principal Democratic Services Officer) | Information on the Outside Bodies Review which took place in 2023 and changes to Council appointments. |
| Update from Working Groups | Edward Maxwell (Senior Democratic Services Officer) | Updates from AC Working Groups. |

Thursday 28 November 2024, 10:00, Harrogate Civic Centre

| Item | Contact Officer | Notes |
|--|---|--|
| Local Community Safety Update (<i>proposed</i>) | Odette Robson (Head of Community Safety and CCTV – Public Space) | Joint update alongside North Yorkshire Police. |
| Climate Change Strategy Delivery (<i>proposed</i>) | Jos Holmes (Climate Change Strategy Manager) | Update on delivery of CCS to each AC. |
| Options Appraisal for 20mph Request on Hookstone Road and Hookstone Drive, Harrogate | Heather Yendall (Improvement Manager) | Ref. Min 68/24. Options appraisal report, considering the impacts of varying the policy to implement temporary or permanent speed limit reductions on Hookstone Road, along with impact assessments for each course of action. Deferred from September 2024 meeting. |
| Zero Carbon Harrogate | Jemima Parker (Chair, Zero Carbon Harrogate) | Briefing on the LEAD retrofit project. |
| Update from Working Groups | Edward Maxwell (Senior Democratic Services Officer) | Updates from AC Working Groups. |

Thursday 25 March 2025, 10:00, Harrogate Civic Centre

| Item | Contact Officer | Notes |
|--|--|--|
| Local Nature Recovery Strategy (<i>proposed</i>) | Timothy Johns (Economy and Transport Officer) | Update on the LNRS – deferred from September 24 meeting. |
| Update from Working Groups | Edward Maxwell (Senior Democratic Services Officer) | Updates from AC Working Groups. |

2. **Future Items of Work – Date to be Agreed**

| Item | Contact Officer | Notes |
|---------------------------|-----------------|--|
| Update from Harrogate BID | | Harrogate BID to be invited to an ACC meeting to express its views incorporating how best to support small businesses. |

| | | |
|--|---|---|
| Update on Beyond Carbon | | A briefing on how this impacts the Harrogate and Knaresborough constituency area. |
| Healthcare Performance Monitoring | | Results of Scrutiny of Health work concerning wait-times for ambulances, NHS dentistry, and GP services – Information sent to Committee members |
| Urgent Care Strategy | | Awaiting information. |
| Leisure Services Provision | | To look at the decision to bring leisure centres back 'in house' and how this relates to the community well-being approach in the various hubs across the district. |
| Transport and Travel | | To look at bus and train services in the Harrogate area. |
| Stronger Communities | Liz Meade (Communities Area Manager – Central) | Annual update on the work of the localities service (<i>May 2025</i>). |
| Let's Talk Waste – Survey Feedback | Aimi Brookes (Service Development Manager Waste) | To seek feedback from AC members (<i>Informal Teams session planned for 11 October 2024</i>). |
| Otley Road Sustainable Transport Package | | TBC (ref. Min 71/24). Awaiting update. |

3. Partner Updates – Regular Briefings

- a. Tom Gordon MP.
- b. Yorkshire Water.
- c. Defra.
- d. Environment Agency.
- e. NFU.
- f. North Yorkshire Police.

4. **Links to Overview and Scrutiny**

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

5. **Informal and Virtual Sessions**

a. **Area Committee, Informal Session**

17 July 2023 – Local Transport Plan
3 October 2023 – Draft Guidance for Seed Funding for Economic Development (SFED)
6 October 2023 – Let’s Talk Climate Change Survey Results
14 October 2023 – Local Transport Plan
23 April 2024 – SFED
15 July 2024 – SFED and Work Programming
25 July 2024 – Mid Cycle Briefing (for 12 September 2024 meeting)

b. **Harrogate Station Gateway Working Group**

20 April 2023
31 October 2023
9 November 2023 – Site Visit
17 November 2023
2 January 2024
17 July 2024 – Scheme Update

c. **Community and Voluntary Sector Working Group**

10 July 2024 – Establishment of Community Anchor Organisations.

d. **Climate Change Working Group**

No meetings since the last committee meeting on 30 May 2024.

e. **Water Quality Working Group**

No meetings since the last committee meeting on 30 May 2024. Given the crossover in membership and remit of the WQWG and CCWG, Cllr Gostlow has suggested that this working group's remit be folded into that of the CCWG.

f. **Let's Talk Rubbish – Consultation Feedback Session**

(planned date) 11 October 2024, 10:00.

g. **Local Plan Issues and Options – Consultation Feedback Session**

(planned date) January 2025, TBC.

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North Yorkshire Council

HARROGATE AND KNARESBOROUGH AREA COMMITTEE

STATION GATEWAY WORKING GROUP

Notes of the virtual meeting held on Wednesday 17 July 2024, at 13:30.

Working Group Members Present: Councillors Chris Aldred (Working Group Chair), Sam Gibbs, Hannah Gostlow, and Robert Windass.

Other Area Committee Members Present: Councillors Phillip Broadbank, Andrew Timothy, and Matt Walker.

Officers Present: Matt Roberts (Economic and Regeneration Projects Manager), Tania Weston (TCF Programme Delivery Manager - Major Projects and Infrastructure), Edward Maxwell (Senior Democratic Services Officer), and Paul Preston (Senior Democratic Services Officer).

Apologies: Councillors Paul Haslam, Peter Lacey, Michael Harrison, and Monika Slater.

1. Agenda Items 1 (Confirmation of the approval from the West Yorkshire Mayor / Department for Transport) and 4 (Proposed Timescale including Public & Local Business Engagement) were discussed together in a presentation from the Economic and Regeneration Projects Manager.

The full business case for the scheme had been approved in March 2024, and currently there was a scheduled date of 9 August for completion of the detailed design phase, which would bring together the various elements of the scheme. Once this has been complete, the council would submit Approval to Proceed from the West Yorkshire Combined Authority, including the discharge of conditions imposed with the Full Business Case approval. The next step would be seeking contractor pricing.

Currently the scheme was scheduled to begin in March 2025, with a possible completion date around March 2026. The programme would be confirmed once pricing has been completed.

In the short term, the next significant date was the beginning of the consultation period for the Traffic Regulation Orders, along with the publication of a few images showing how the completed scheme would appear, on Thursday 25 July.

2. Members then considered a more detailed breakdown of the scheme. There had been no substantial changes, but the plans were explained and it was highlighted that information on the scheme, along with the full business case, concept drawings, and a map outlining the plans, was available on the [council's website](#).

3. The funding update included an update on the submission of bids for Gainshare funding from the new York and North Yorkshire Combined Authority, seeking £500,000 to support the scheme. Officers also referred to planned Northern Powergrid works in Harrogate which were anticipated to cause significant disruption, but which were planned for completion ahead of works commencing for the Station Gateway project in March 2025. Area officers are liaising with NPG. In response to comments from members about the possibility of using Area Committee SEED funding to add a mural to the wall of the station, officers were liaising actively with Network Rail to explore this option.

Members thanked officers for their work on the scheme and agreed that a further meeting would be arranged in the autumn, to update the Working Group. This briefing would include public feedback on the TROs from the consultation, and an update on the project's funding update with information on the submitted bids.

North Yorkshire Council

HARROGATE AND KNARESBOROUGH AREA COMMITTEE

COMMUNITIES AND VOLUNTARY SECTOR WORKING GROUP

Notes of the virtual meeting held on Wednesday 10 July 2024, at 10:15.

Working Group Members Present: Councillors Peter Lacey (Working Group Chair), Chris Aldred, and Monika Slater.

Officers Present: Liz Meade (Communities Area Manager (Central)), Suzy Sweeting (Communities Locality Lead), Edward Maxwell (Senior Democratic Services Officer) and Paul Preston (Senior Democratic Services Officer).

Apologies: Councillors Sam Gibbs and Michael Harrison.

1. Members heard an update from the Communities Area Manager, outlining the result of the new structure which had been implemented in the Localities Team. The new structure had been in place since May 2024, and had seen three teams set up matching the Parliamentary constituency boundaries which had been in effect before the July 2024 General Election:
 - a. **Central:** Harrogate and Knaresborough, Selby and Ainsty.
 - b. **West:** Skipton and Ripon, Richmond (Yorks).
 - c. **East:** Scarborough and Whitby, Thirsk and Malton.

There remained some vacancies in the team, in particular the Community Development Officer post which was to be advertised in the autumn.

2. There followed a detailed update on the establishment of Community Anchor function for Harrogate. The aims included the prevention and reduction of health inequalities, improving community resilience, and promoting social regeneration. The importance of ensuring the schemes arose organically as an accepted part of the community. The positive example of the Chain Lain Community Hub in Knaresborough was cited, which worked closely with the Knaresborough Together forum to respond to flooding in the town in May 2024. The organisation was well established and thus had capacity to provide an initial response while a wider NYC response was co-ordinated. It was confirmed that the aim of funding was to support existing organisations and improve their capacity, rather than set up new ones.
3. The Harrogate neighbourhood relational maps, produced by Harrogate and District Community Action, were discussed in detail and the slides were shared with members. The slides focussed on areas around Harrogate, highlighting information points, cafes, community sports facilities, and places of worship. The application for

the town centre area was being progressed first, in order to scope out the concept. Work was ongoing in the Localities team to map councillors to each neighbourhood area.

4. Locality working will be part of a whole council approach, as part of the structure for the new North Yorkshire Council a central corporate localities team has been established to enable and support the vision as set out in the Council Plan to encourage more involvement from local people and partners by championing local action and creating opportunities for local communities to come together to identify local solutions and develop their own priorities.

Members thanked officers for the information, and it was agreed that a further meeting would be set up in the autumn.