

**North Yorkshire County Council
Harrogate and Knaresborough Area Constituency Committee – 12 October 2022
Harrogate Transport Improvements Programme – Stage 2 update.**

1.0 Purpose of the Report

- 1.1 To update members on the progress of this study.

2.0 Update

- 2.1 Work on tackling congestion in Harrogate and Knaresborough has been underway for a number of years, looking at a number of possible strategic approaches, in line with government guidance on major scheme development.
- 2.2 Whilst a number of smaller solutions have been implemented and more considerable investment has been secured by the authority through external bidding rounds such as Transforming Cities Fund (TCF), National Productivity Investment Fund (NPIF) and Local Sustainable Transport Fund (LSTF) it is recognised that larger scale intervention is needed to address the issue of traffic congestion through encouragement of use of active modes and passenger transport.
- 2.3 On that basis, and building on the findings of the extensive Harrogate Congestion Study public engagement in 2019, officers commissioned the Harrogate Transport Improvements Programme (HTIP) study. The first stage of that study work completed in early 2021 and further details are provided in section 3. Officers have since then have been working to commission a second stage of HTIP, but have encountered delays due to the need to ensure that overlap with two other significant projects is properly considered and co-ordinated.
- 2.4 As a consequence of this, the most recent stage of study work started in July 2022. This next stage will see the production of a report that will set out the work that has been undertaken to date, and the future work streams. Further details are provided in section 4 of this report.
- 2.5 A further report setting out the findings and recommendations at the conclusion of this study will be brought to a meeting of this committee in the first half of 2023.

3.0 HTIP recap

- 3.1 At the conclusion of the first stage of HTIP it was recommended that the next phase of study would focus on developing a multi-modal corridor approach, suitable for submission as a government compliant major scheme business case (MSBC), in order to achieve a more substantial benefit than smaller schemes alone could bring about:
- “For this reason, it is recommended that a major schemes business case for funding by the DfT be developed. This will seek investment on a multi-modal, corridor basis. In addition, officers will continue to consider all funding opportunities that arise, which may help to accelerate the development of these proposals.*

Officers will consider both the A61 and A59, to improve facilities for all road users, but would particularly seek to improve provision for pedestrians and cyclists, provide bus priority to enhance the experience of using passenger transport, and also seek to tackle some of the most problematic junctions in the study area.”

- 3.2 Since this time officers have been working to develop a suitable commission brief to ensure that the requirements for DfT business case development are met, whilst also ensuring that local priorities were also being considered.
- 3.3 Alongside the development of HTIP, officers from NYCC, along with colleagues from Harrogate Borough Council (HBC), have been working to consider and manage the impact of planned development in Pannal and Burn Bridge in the west of Harrogate.
- 3.4 This complex and challenging project, known as the West of Harrogate Development Management Project (WoH), is related to local plan development within areas of land adjacent the A61 corridor. Therefore, it has been necessary for the new commission for HTIP, which is focused on the A61, to take account of information related to the WoH project, and vice versa to ensure that all relevant information is shared between the two projects.
- 3.5 Much of the relevant information is being worked up by consultants representing development companies, plus planning officers from HBC working with our own officers to understand the assessment of highway impact and then consider potential approaches to mitigation. Due to the complexity of the planning matters involved, including the number of developers, the timelines to which they are working, and the cumulative effect of the developments overall, that work in itself has been extremely time consuming and complex, and much of the detail relevant to HTIP has only recently become available.
- 3.6 In addition to this, in May 2021 the UK government launched their ‘Bus Back Better’ campaign. As part of this, a competitive bidding fund with a requirement that local transport authorities move towards agreeing an enhanced partnership approach with bus operators in their area was launched. Whilst authorities were not obliged to form an enhanced partnership, putting one in place would allow LTAs to make a substantial bid for funding to deliver their Bus Services Improvement Plan (BSIP).
- 3.7 The BSIP submitted by NYCC at the end of October 2021, whilst based on an overarching strategy for improvements countywide, also suggested a list of prioritised corridors, with the first area being the A61 corridor into Harrogate. As a result of this, again, there was a need to ensure overlap between the two projects, to ensure effective targeting of resource and focus on appropriate scheme development suitable for both funding streams. It was envisaged that if the BSIP bid was successful that some of the funding awarded would have been available to deliver the bus elements of a multimodal HTIP proposal for the A61.
- 3.8 BSIP funding awards were announced by government in April 2022 and unfortunately NYCC had not received an award along with a significant number of other local authorities. On this basis, it was likely that in the absence of any further funding opportunities being announced, the County Council’s Major Scheme Development budget would be the key funding stream for delivery of HTIP identified schemes on the A61.
- 3.9 It is for these reasons that the process of commissioning the HTIP second phase has been protracted and fell behind intended schedules. A report setting out more detail in this regard was taken to the BES Executive Members meeting in February 2022.

4.0 Progress to date and next steps

- 4.1 Work on the second HTIP study is now underway. Traffic data, site assessments and consideration of detail such as highway boundaries, junction configuration, and bus operation have been compiled. In cases where gaps in information exist, that data is now in the process of being collected.
- 4.2 Working with colleagues from within NYCC and the HBC, further detail on matters such as traffic signal controller specification, parking stock and operation, land ownership and constraints mapping will also be collected, and to help to inform a detailed understanding of the current position and build on data collected as part of the first stage of HTIP and other relevant projects.
- 4.3 A multi criteria assessment tool (MCAT) will be used to sift a long list of options, to a much shorter list, which will be modelled and tested to help us to understand their efficiency. In addition to this, demand forecasting and consideration of propensity to change modes will be considered and will feed into an initial economic appraisal of the potential options, based on the data collected.
- 4.4 The programme for this work to be completed is around 6 months, so it is expected that further details on the outcome of the study will be available towards the end of 2022. Officers will bring a further report to this committee following review of the report and consideration of its findings in the first half of 2023.

5.0 Equalities implications

- 5.1 Consideration has been given to the potential for any adverse equalities impacts arising from the recommendations of this report. As this report is for information only, it is the view of officers that the recommendations included in this report do not have any adverse impacts on any of the protected characteristics identified in the Equalities Act 2010 and an equalities impact screening form can be found in Appendix A.

6.0 Finance implications

- 6.1 The HTIP development work is funded through the NYCC transport planning major scheme development budget. A major scheme business case is considered likely to be the best approach to securing funding for the schemes that will make up this programme, however we will seek funding through any other opportunities that may arise, including appropriate government bidding competitions.

7.0 Legal implications

- 7.1 As this report is for information only, it is the view of officers that the recommendations included in this report do not have any legal implications. Should any legal implications arise as a consequence of further scheme development, reports will be developed as appropriate.

8.0 Climate Change Impact Assessment

- 8.1 Consideration has been given to the potential for any adverse impacts on climate change arising from the recommendations of this report. The completed Climate Change Impact Assessment can be found in Appendix B and it is the view of officers that consideration of this report will not have a direct climate change impact.

9.0 Recommendation

9.1 That Members consider this update and note its content.

Author: Rebecca Gibson
Transport Planning, Network Strategy
Business and Environmental Services
North Yorkshire County Council
August 2022.

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	BES		
Service area	H&T, Network Strategy		
Proposal being screened	Update report on HTIP2 study		
Officer(s) carrying out screening	Rebecca Gibson		
What are you proposing to do?	Provide an update to members on the HTIP2 study		
Why are you proposing this? What are the desired outcomes?	To give members and understanding of the latest progress on the study.		
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
	No	Yes	
Age	X		
Disability	X		
Sex	X		
Race	X		
Sexual orientation	X		
Gender reassignment	X		
Religion or belief	X		
Pregnancy or maternity	X		
Marriage or civil partnership	X		
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.	X		

<p>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.</p>	<p>X</p>			
<p>Decision (Please tick one option)</p>	<p>EIA not relevant or proportionate:</p>	<p><input checked="" type="checkbox"/></p>	<p>Continue to full EIA:</p>	<p><input type="checkbox"/></p>
<p>Reason for decision</p>	<p>The report is updating on a study and not making any proposals at this stage.</p>			
<p>Signed (Assistant Director or equivalent)</p>				
<p>Date</p>				



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	HTIP2 update
Brief description of proposal	Providing an update for Members on the HTIP phase 2 study
Directorate	BES
Service area	H&T, Network Strategy
Lead officer	Louise Neale
Names and roles of other people involved in carrying out the impact assessment	Rebecca Gibson – Senior Transport Planning Officer
Date impact assessment started	30/08/2022

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 report is giving an update on progress of a study.

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 report is giving an update on a study, which is being funded through the Transport Planning scheme development budget.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel		x				
	Emissions from construction		x				
	Emissions from running of buildings		x				
	Other		x				
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic			x				
Reduce water consumption			x				
Minimise pollution (including air, land, water, light and noise)			x				

<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>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.

The report is giving an update on progress of a study.

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 report is giving an update on progress of a study.

Sign off section

This climate change impact assessment was completed by:

Name	Rebecca Gibson
Job title	Senior Transport Planning Officer
Service area	H&T, Network Strategy
Directorate	BES
Signature	
Completion date	30/08/22

Authorised by relevant Assistant Director (signature):

Date: