

**North Yorkshire County Council**  
**Harrogate and Knaresborough Constituency Committee – 16 March 2023**  
**Active Travel Update.**

**1.0 Purpose of the Report**

- 1.1 To update members on active travel projects within Harrogate and Knaresborough.

**2.0 Background**

- 2.1 Walking and cycling are the cheapest, healthiest and least polluting forms of travel. Most journeys involve some element of walking, whether it is a walk from home to work, walking to the bus stop or even walking from the car park to the shops. Good walking and cycling links to public transport facilities can integrate different transport modes and further encourage sustainable travel and ultimately reduce car use.
- 2.2 For many people cycling is also a healthy and environmentally friendly mode of travel. Compared to walking, the extra speed of cycling makes longer trips feasible and can offer a suitable means of travel for those who cannot or choose not to drive (e.g. children and those on low incomes). Providing for and encouraging more walking and cycling as an alternative to driving can also make a significant contribution to boosting social inclusion and to reducing congestion and its environmental and economic impacts.
- 2.3 The County Council is therefore committed to continuing to provide for and promote walking and cycling as a mode of travel for 'utility' trips to access local services.

**3.0 Active Travel Fund**

- 3.1 Active Travel Fund Tranche Four was announced on 06 February 2023 and Local Authorities were invited to submit bids to support the uptake of active travel for everyday trips. Funding will be made available in the 2022/23 financial year to support delivery of infrastructure that enables walking, wheeling and cycling. This funding is part of the Government's £2 billion commitment set out in Gear Change to deliver a step change in the provision of active travel and better streets for everyone.
- 3.2 Our indicative allocation is £1,081,443 which is based on our capability assessment from Active Travel England (ATE), although all authorities were encouraged to bid for more than their allocation to a maximum of 300% of the indicative allocation (a total value of £3,244,329 for NYCC).
- 3.3 Officers revisited the long list of schemes from tranche two and three of previous funding rounds and added additional schemes that had been requested over the last 12 months from members of the public, County Councillors and other interest groups. Officers sifted schemes against the criteria for both construction and development schemes. A number of schemes were immediately ruled out due to cost within the funding envelope, deliverability within the funding window, compliance issues, or low walking, wheeling and cycling uplifts.

- 3.4 Additionally officers reviewed the Local Cycling and Walking Infrastructure Plans (LCWIPs), the list of current development schemes and spoke with officers at each of the local area highways teams to come up with a long list of schemes for evaluation. Again, the schemes were reviewed against the criteria of the bid and schemes ready for construction were prioritised alongside development schemes.
- 3.5 Following the input from stakeholders and analysis of potential schemes against the tranche four criteria the following capital schemes have been identified as appropriate to take forward:

**Indicative allocation: £1,081,443**

Scheme name	Priority No	Description	Cost
Victoria Avenue (construction)	1	<p>This scheme will include public realm and pedestrian crossing improvements at points with high levels of footfall. Segregated cycling infrastructure will be installed on either side of Victoria Avenue.</p> <p>Construction of permanent segregated cycling infrastructure with 1.5m wide, with flow, mandatory cycle lanes (east and westbound) with buffer zone for full extent.</p> <p>Improves cycling connectivity to the station (Transforming Cities Fund scheme) and shopping centres for pedestrians and cyclists, whilst utilising existing recognised routes. Segregated pedestrian crossing improvements including new crossing facilities at points with high levels of footfall (Belford Road and Parliament Street). Junction and kerb line remodelling at the junction with West Park with new build outs and improvements to the existing controlled crossing and new traffic signals.</p> <p>Removal of some existing parking and central refuges with removal and relocation of pay and display machines and lighting columns.</p>	<p><b>£1,573,277</b></p> <p>£1,081,443 from ATF4 indicative allocation and £491,834 from remaining ATF2 funds.</p>
		<b>Total required from indicative allocation</b>	<b>£1,081,443</b>

**Competitive allocation: £2,162,886**

Scheme name	Priority No	Description	Cost
Darlington Road, Richmond active travel improvements (construction)	2	Active travel improvements on Darlington Road, Richmond includes a number of measures such a key segregated cycle link, the provision of a 20mph speed limit and a number of improved crossings of side roads and entrances for pedestrians.	<b>£458,500</b>
A59 Maple Close Harrogate to Knaresborough (construction)	3	This scheme will involve placement of segregated cycle lanes along an existing cycle route. Improved crossing facilities will be installed to enable the safe passage of pedestrians and cyclists which will also	<b>£1,653,827</b>

		<p>provide connectivity to existing cycle routes and Knaresborough shopping centre/station.</p> <p>Construction of permanent with flow, mandatory cycle lanes, with buffer on the A59 Bilton Lane, Harrogate to Knaresborough.</p> <p>Placement of permanent new footway and improved crossing facilities at Forest Lane Head to Bilton Drive to improve safe crossing points for pedestrians. Existing road markings/studs to be removed and new road markings to be installed. The scheme will also provide connectivity to existing cycle routes and Knaresborough shopping centres/station.</p> <p>Relocation of street furniture to improve passage for riders. Siding out required at two locations.</p>	
		<b>Total required from competitive allocation</b>	<b>£2,112,327</b>

3.6 A funding announcement is expected on the 17 March 2023 with funding made available to Local Authorities shortly afterwards.

#### **4.0 Oatlands Study**

4.1 During the Covid-19 pandemic the Department for Transport (DfT) made funding available to all local highway authorities through the Active Travel Fund to provide infrastructure to make it easier for people to get around by walking and cycling.

4.2 Initial proposals for traffic reduction measures in the Oatlands Drive area of Harrogate were developed using this funding but were not well received during public consultation. We have commissioned WSP to look again at the area. A new, high-level public consultation has been undertaken using the Commonplace website to gather views and opinions from the local community about their priorities for the area.

4.3 An initial draft report has been received and is being considered by officers. The next stage will be to draw up design proposals for the area. This is expected by April 2023.

#### **5.0 Harrogate Transport Improvement Package**

5.1 Concept design options for the A61 Leeds Road are being developed and will be issued in the coming weeks for officer comment. Economic appraisal will then be undertaken to understand which elements should be included to develop the strongest potential funding bid.

5.2 We are now starting to receive discrete reports of the study for consideration, but will not have the full understanding of the study overall until May when all reports have been received and considered as a whole. This is for the HTIP study as a whole, which looks at improvements for all modes to the A61 Leeds Road corridor. The study report and a proposed way forward will be the subject of a further report to members later this year.

## **6.0 National Productivity Fund**

- 6.1 In 2018, North Yorkshire County Council was successful in obtaining funding from the National Productivity Investment Fund (NPIF), for a package of measures to enable development and business growth in West Harrogate. The aim and focus of the bid was to reduce congestion and improve safety along Otley Road corridor, with a series of highway and safety improvements.
- 6.2 As part of the package the highways team delivered a junction improvement at Harlow Moor Road/Otley Road, optimisation and refurbishment of a number of the signalised junctions along the corridor and the delivery of phase 1 cycle route, which as a standalone route recognises a link between Harrogate Grammar school, residential areas and Cardale Park.
- 6.3 Following consideration of the recent consultation results it has been agreed at a recent BES Executive Members meeting that the delivery of phase 2 cycle route (between Queens Road /Otley Road to the town centre) will not commence. The remaining funding of £560k will be used to develop and deliver a package of sustainable transport measures in the West of Harrogate. Examples of considerations for this package could include speed reduction measures on the side roads, an introduction of improved crossing facilities and improvements to the bus corridor. The final package of proposed deliverable measures will be presented to the Harrogate and Knaresborough Area Constituency Committee in due course.

## **7.0 Beech Grove Experimental Traffic Regulation Order**

- 7.1 A modal filter was introduced at Beech Grove (from Beech Grove at the junction with Lancaster Road to the junction of the A61 West Park and Lancaster Road from the junction with Victoria Road to the junction with Beech Grove) in April 2021, via an Experimental Traffic Regulation Order (ETRO). This was a pilot scheme introduced during the Covid-19 pandemic in response to the Department for Transport (DfT) requests to promote sustainable travel initiatives through their Active Travel Fund grants. Whilst the pilot scheme did not receive funding from government, North Yorkshire County Council took the trial forward.
- 7.2 On the 14 August 2022 the ETRO was lapsed. It was acknowledged that feedback from the pilot scheme would be considered as part of determining the wider package of active travel measures.
- 7.3 Beech Grove modal filters was considered as part of the phase 2 Otley Road cycle route consultation. With just over 200 responses and 48% of those stating no response for either phase 2 cycle route or the Beech Grove filter the consultation did not generate sufficient support.
- 7.4 It is likely that further measures for Beech Grove will be considered alongside other side streets identified in the West of Harrogate Sustainable Transport measures going forward, as mentioned in 6.3 earlier.

## **8.0 Equalities implications**

- 8.1 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 can be found in Appendix A.

## **9.0 Finance implications**

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

## **10.0 Legal implications**

- 10.1 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.

## **11.0 Climate Change Impact Assessment**

- 11.1 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.

## **12.0 Recommendation**

- 12.1 That Members consider this update and note its content.

Karl Battersby  
Corporate Director – Business and Environmental Services

Author of Report: Louise Neale / Melisa Burnham  
North Yorkshire County Council

Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Business and Environmental Services		
Service area	Highways and Transportation		
Proposal being screened	Active travel update		
Officer(s) carrying out screening	Alexander Kay		
What are you proposing to do?	<ul style="list-style-type: none"> <li>Update the Harrogate and Knaresborough ACC on active travel schemes in the area</li> </ul>		
Why are you proposing this? What are the desired outcomes?	<ul style="list-style-type: none"> <li>To provide an update</li> </ul>		
Does the proposal involve a significant commitment or removal of resources? Please give details.	The various projects have various funding streams already identified		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics</b> As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <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 <a href="#">Equality rep</a> 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	
<b>NYCC additional characteristics</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.	No.		

<b>Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.</b>	No			
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	✓	Continue to full EIA:	
<b>Reason for decision</b>	In all cases, the schemes being developed should enhance, not inhibit, people's ability to access travel options and opportunities. This includes people with reduced mobility.			
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason			
<b>Date</b>	06/03/2023			



## Climate change impact assessment

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

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

If you have any additional queries which are not covered by the guidance please email [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk)

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

Planning Permission  
Environmental Impact Assessment  
Strategic Environmental Assessment

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

Please contact [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	<b>Active Travel Update</b>
<b>Brief description of proposal</b>	<b>To update members on active travel projects within Harrogate and Knaresborough</b>
<b>Directorate</b>	<b>Business and Environmental Services</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Lead officer</b>	<b>Louise Neale</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	
<b>Date impact assessment started</b>	<b>27/02/2023</b>



**Options appraisal**

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

When delivering schemes consultation is carried out with residents and stakeholders to ensure that they are the correct schemes. All schemes at study stage develop options for delivery.

**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 projects all have identified budgets

**APPENDIX B**

<p><b>How will this proposal impact on the environment?</b></p> <p><b>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</b></p>	<p><b>Positive impact</b> (Place a X in the box below where relevant)</p>	<p><b>No impact</b> (Place a X in the box below where relevant)</p>	<p><b>Negative impact</b> (Place a X in the box below where relevant)</p>	<p><b>Explain why will it have this effect and over what timescale?</b></p> <p><b>Where possible/relevant please include:</b></p> <ul style="list-style-type: none"> <li>Changes over and above business as usual</li> <li>Evidence or measurement of effect</li> <li>Figures for CO<sub>2</sub>e</li> <li>Links to relevant documents</li> </ul>	<p><b>Explain how you plan to mitigate any negative impacts.</b></p>	<p><b>Explain how you plan to improve any positive outcomes as far as possible.</b></p>	
<p><b>Minimise greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	*			<p><b>New walking, wheeling and cycling infrastructure will encourage active travel therefore reducing emissions from travel.</b></p>		<p><b>Behaviour change programmes already running will promote new infrastructure once completed.</b></p>
	Emissions from construction			*	<p><b>Potential for negative impact from construction of schemes</b></p>	<p><b>A carbon management needs to be in place to mitigate the impact of construction as much as possible.</b></p>	
	Emissions from running of buildings		*				
	Other		*				
<p><b>Minimise waste:</b> Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		*					

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Reduce <b>water</b> consumption		*				
Minimise <b>pollution</b> (including air, land, water, light and noise)		*		<p><b>Active Travel infrastructure will encourage active travel therefore minimising pollution relating to GHG emissions and tyre and brake contaminants.</b></p>		
Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		*				
Enhance <b>conservation</b> and wildlife		*				
Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b>		*				

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<p>Other (please state below)</p>		<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.

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 continuation of these projects will have a positive impact on climate change.

**Sign off section**

This climate change impact assessment was completed by:

<b>Name</b>	<b>Louise Neale</b>
<b>Job title</b>	<b>Transport Planning Team Leader</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Directorate</b>	<b>BES</b>
<b>Signature</b>	<b>L. Neale</b>
<b>Completion date</b>	<b>27/02/2023</b>

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

**Date: 06/03/23**