

# North Yorkshire Council

## Harrogate and Knaresborough Area Constituency Committee

14 September

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

#### Report of Corporate Director of Environment

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

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

#### **2.0 Background**

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

#### **3.0 NPIF Fund**

- 3.1 Funding became available in 2018 for a package of works to deliver in line with the objectives set out in NPIF. Phase 1 was delivered in March 2022 and comprised junction improvement work to the Harlow Moor Road junction including road widening to increase capacity as well as improvements to the traffic signals. It also included the construction of a cycleway, both shared (for pedestrian and cyclist use) and segregated, to provide the sustainable transport enhancements. The link this section provides is between the business district of Cardale Park, Harrogate Grammar School and the shopping/business area of Cold Bath Road.
- 3.2 Phase 2 of the NPIF package was to deliver the next phase of a cycle route from the end of Phase 1 at Cold Bath Road junction to the junction of Beech Grove. After stakeholder engagement events and a consultation on this next phase, the feedback did not generate a significant response in favour of any of the proposals set out. Instead, one of the key messages that came through from the engagement events was whether other measures could be used to create quieter and safer streets to encourage cycling. Several residents felt that the side roads such as Queens Road and Victoria Road could be made to feel safer by reducing speed limits, providing clear cycle route direction signage, and removing a limited amount of parking from certain areas.

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

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

## **5.0 Officer Working Group**

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

## **6.0 Community Engagement**

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

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

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

## **8.0 Proposed Package of Measures**

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

## **9.0 Next steps for implementation**

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

## **10.0 Equalities implications**

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

## **11.0 Finance implications**

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

## **12.0 Legal implications**

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

## **13.0 Climate Change Impact Assessment**

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

## **14.0 Recommendation**

14.1 That Members consider this update and note its content.

### **APPENDICES:**

Appendix A – Otley Road Study Area

Appendix B – Study Feedback

Appendix C – Proposed Package of Works

Appendix D – Options Locations

Appendix E – Equalities Impact Assessment

Appendix F – Climate Change Impact Assessment

**BACKGROUND DOCUMENTS:** None

KARL BATTERSBY

Corporate Director of Environment

County Hall

Northallerton

06 September 2023

Report Author – Heather Yendall / Melisa Burnham, Area Manager

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

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

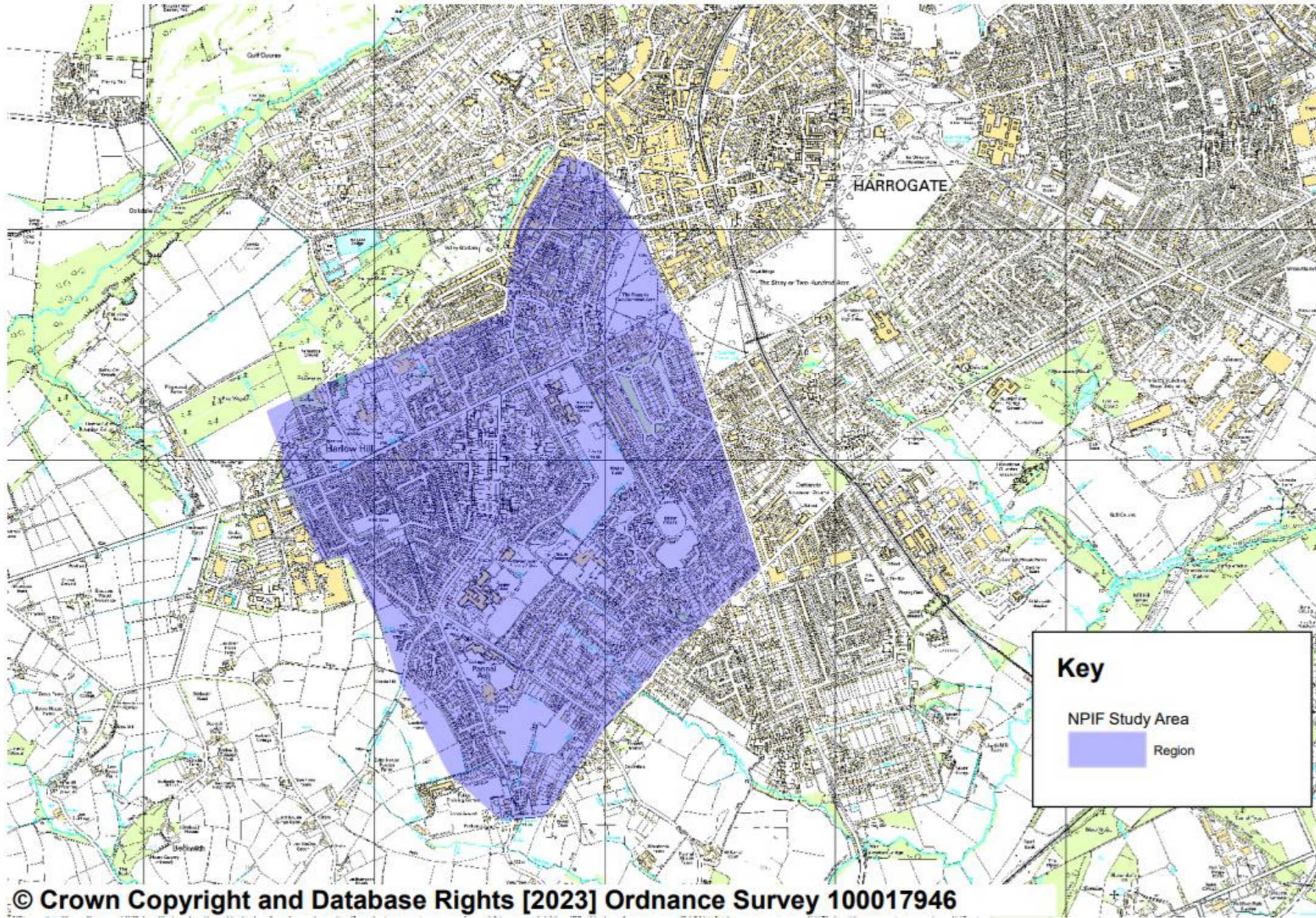


Figure 1 – NPIF Otley Road Sustainable Travel Package Study Area

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

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

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

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

**Roads**

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

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

### **School Zones**

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

### **Funding**

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

### **Next steps**

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



Table 1 – Proposals for NPIF funding to take forward

Item Number	Proposals and/or Requests	Anticipated Improvement	Cost Estimate	Suggested for Delivery?	Reason
1	Signal upgrade at Cold Bath Road / Otley Road/Arthurs Avenue Junction	Upgrading signal equipment to link with signals at Pannal Ash Road Junction. Also look into amending some of the kerb lines to make the footpaths wider	£ 200,000	Yes	To provide congestion relief on Otley Road Corridor. The upgrade was planned as part of the previous cycle scheme and is necessary to improve the link between these signals and Pannal Ash Road / Otley Road junction signals. This will improve traffic movement and congestion between the two signalised junctions to increase capacity
2	Improvements and alterations to the bus stops along Otley Road Corridor	The changes will include relocation/removal of bus stops to reflect current services. Improvements to kerbs, signs etc. for accessibility.	£ 50,000	Yes	To improve facilities and accessibility around bus stops along Otley Road to reflect latest changes to bus services in the area.
3	Extension of the 20mph on Cold Bath Road to the junction with Otley Road including surrounding residential roads	Traffic calming required alongside formalising parking arrangements and installation of double yellow	£ 100,000	Yes	To reduce speed and enhance the local environment to bring the area forward as a pleasant place to walk, wheel and cycle.
4	Improve the access arrangements at the pedestrian crossing outside Falcon Chiropractic on Cold Bath Road and install a raised table to calm traffic	Relocate signals cabinet to opposite side of the road where the pavement is wider. Relocate the cycle storage and refuse bin.	£ 5,000	Yes	To improve accessibility around the pedestrian crossing that is currently blocked by other infrastructure placed on the highway
5	Install an uncontrolled crossing point on Cold Bath Road adjacent Western Primary School	Install a build out and uncontrolled crossing point. May require amendments to the parking bays and extension of double yellow lines	£ 10,000	Yes	To provide a safer place to cross near the school in addition to providing some minor traffic calming and preventing illegal parking at the junction
6	Improve the crossing between the public right of way (PROW)on Green Lane and Ashville College	Provide a build out to improve visibility emerging from the Public Right Of Way and also slow traffic at the uncontrolled crossing point.	£ 10,000	Yes	To improve visibility for pedestrians and cyclists emerging from the bridleway
7	Review signing for cycle routes across the area	Review and improve signing of the cycle routes across Harrogate in line with the LCWIP	£ 25,000	Yes	To improve awareness of cycle routes across the network in Harrogate
8	20mph limit or zone outside Harrogate Grammar school on Arthurs Avenue (incorporating Cundall Way, Southway, Grasmere Crescent, Rossett Way, Arthurs Close, Arthurs Grove, Richmond Avenue, Richmond Road, Richmond Close, Richmond Holt)	Reduction in speed limit to 20mph with associated traffic calming	£ 75,000	Yes	To reduce speed outside the school and to enhance the local environment by making the streets feel safer
9	New cycle parking and improved public realm on Cold Bath Road.	Parklet or similar for cycle parking and places to sit/rest	£ 10,000	Yes	To enhance the local area and provide facilities to promote active travel.
10	Potential improvement to Nursery Lane to allow cyclists to use as an off-road leisure route	Investigate the potential of a cycle track order and associated infrastructure works to the surface. Thirs Party Land would be required.	£ 100,000	Yes	To provide additional off-road infrastructure for cyclists
			<b>£ 585,000</b>		

**Table 2 – Proposals not being taken forward with NPIF funding**

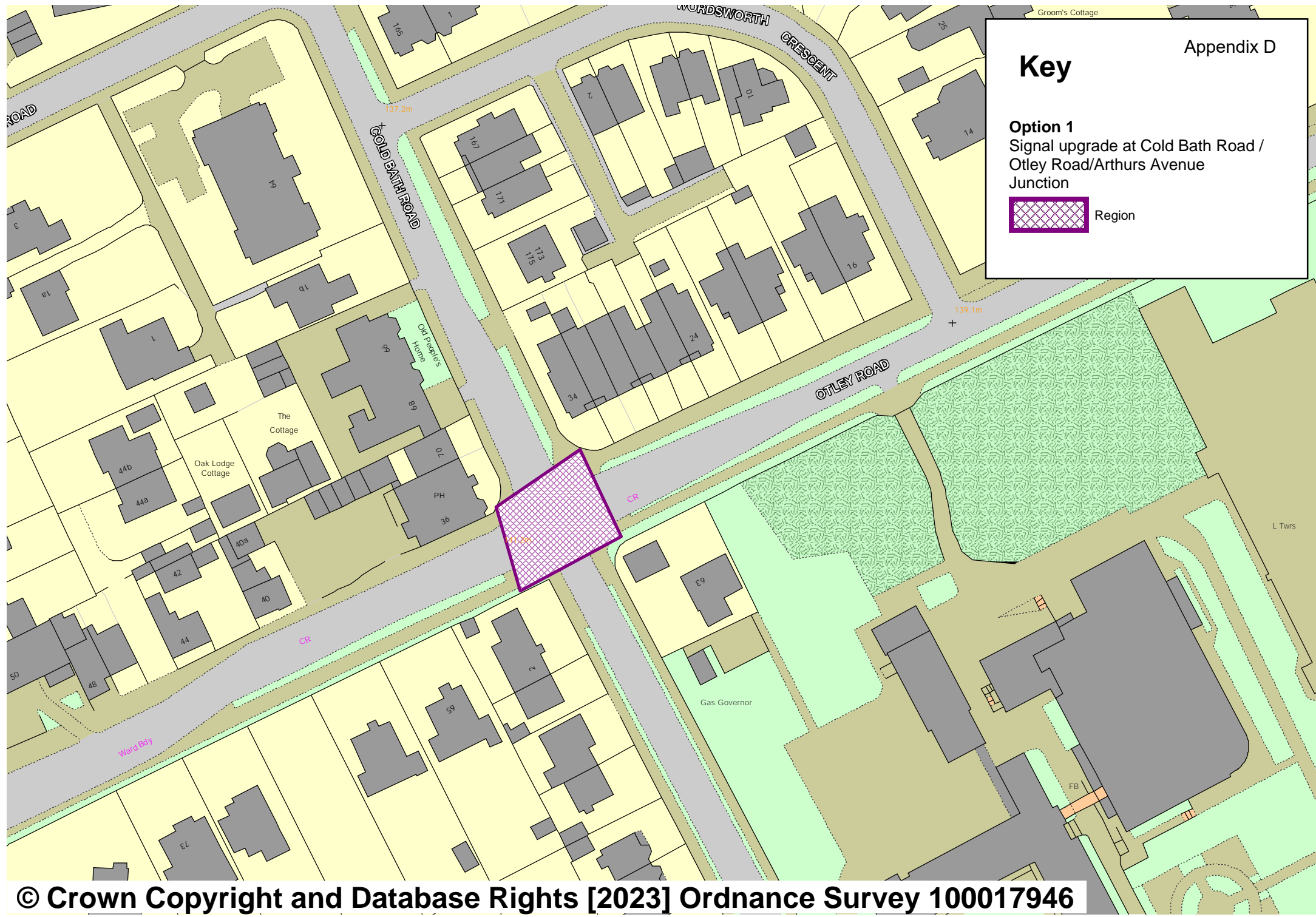
Item Number	Proposals and/or Requests	Anticipated Improvement	Suggested for Delivery?	Reason
11	New crossing facility on Otley Road near Park Avenue/Beech Grove	Provide a crossing facility on Otley Road to link to the stray and Beech Grove	No	Will be considered alongside proposals being developed as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

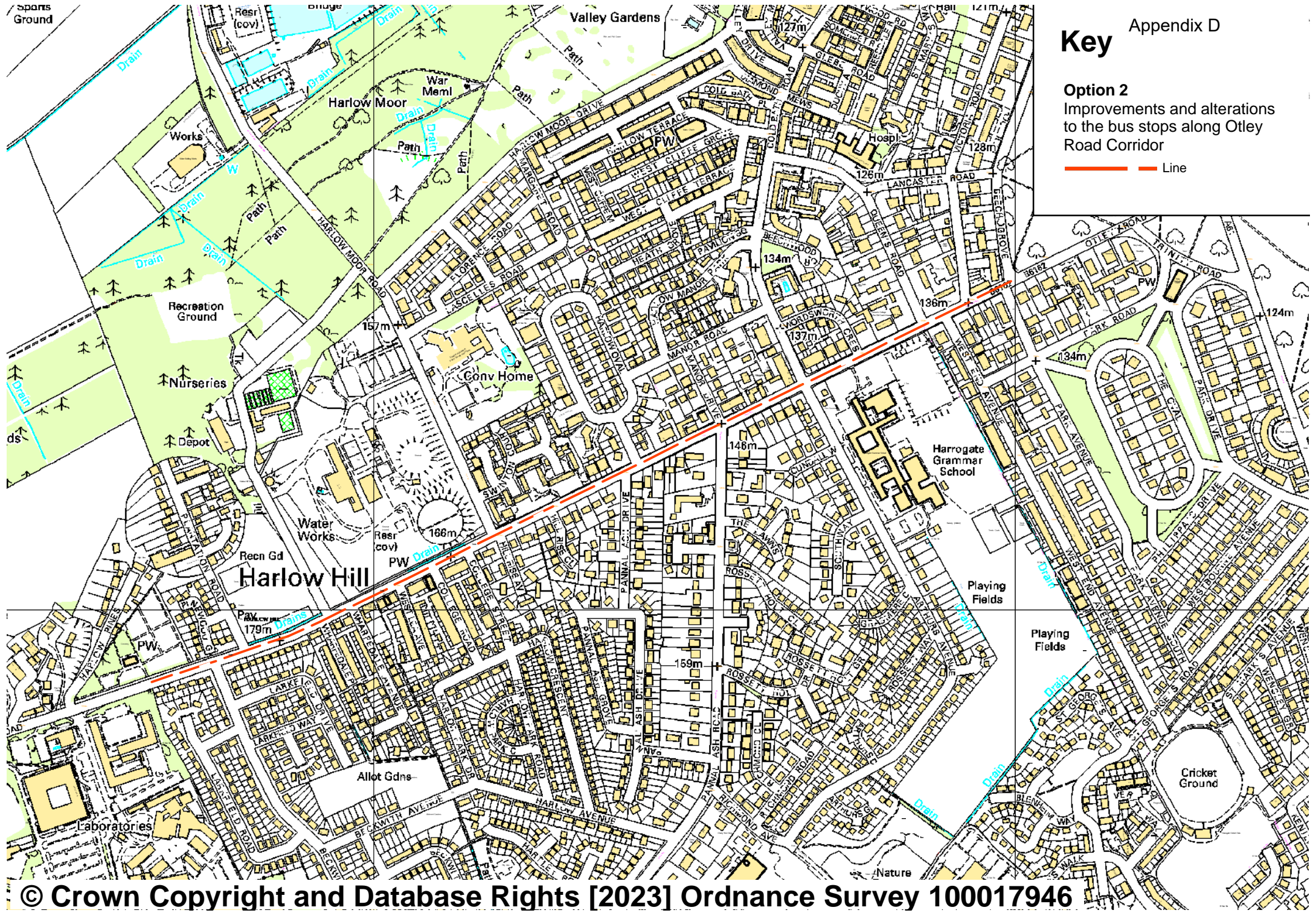
# Key

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



Region





# Key

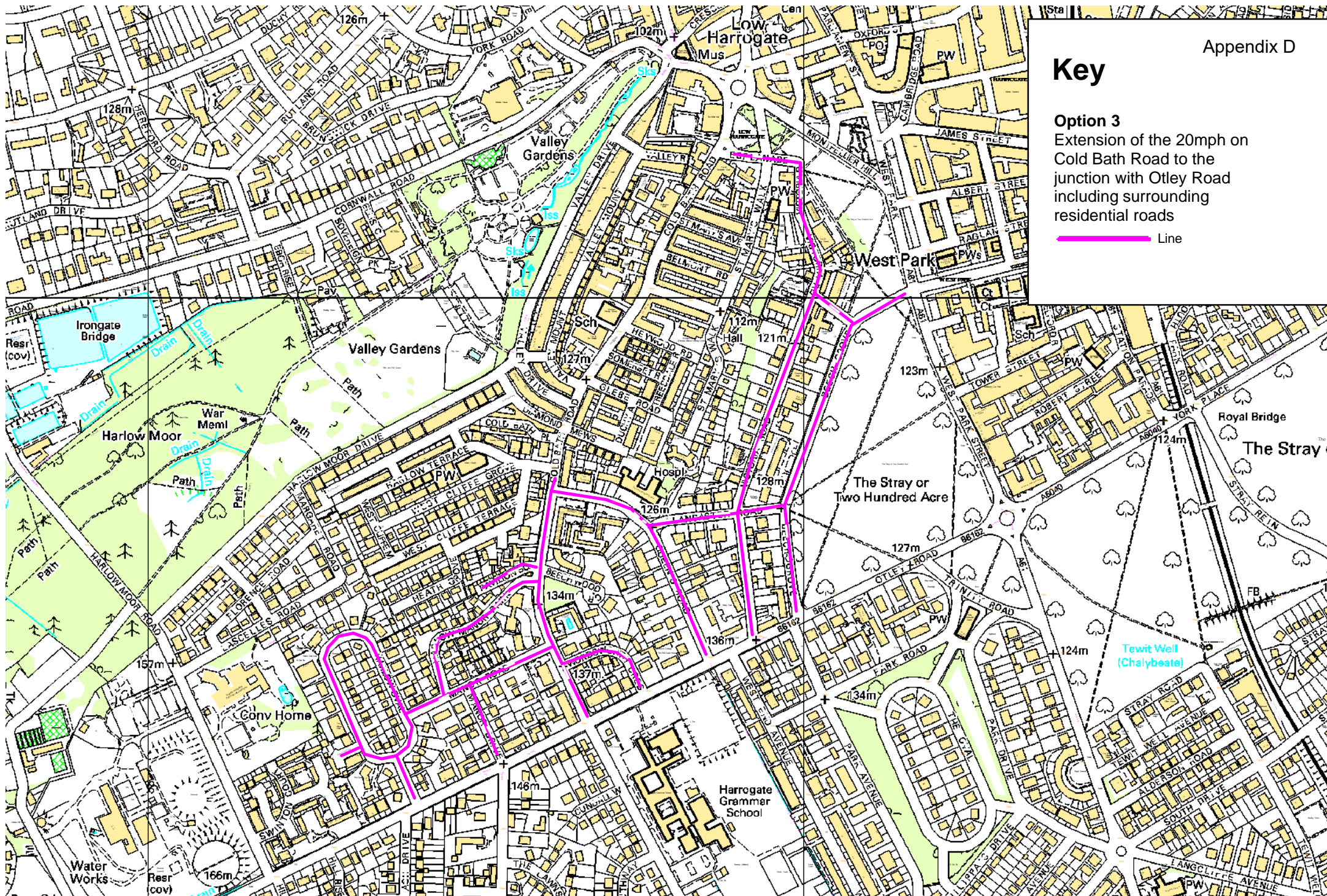
**Option 2**  
 Improvements and alterations  
 to the bus stops along Otley  
 Road Corridor

— Line

# Key

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

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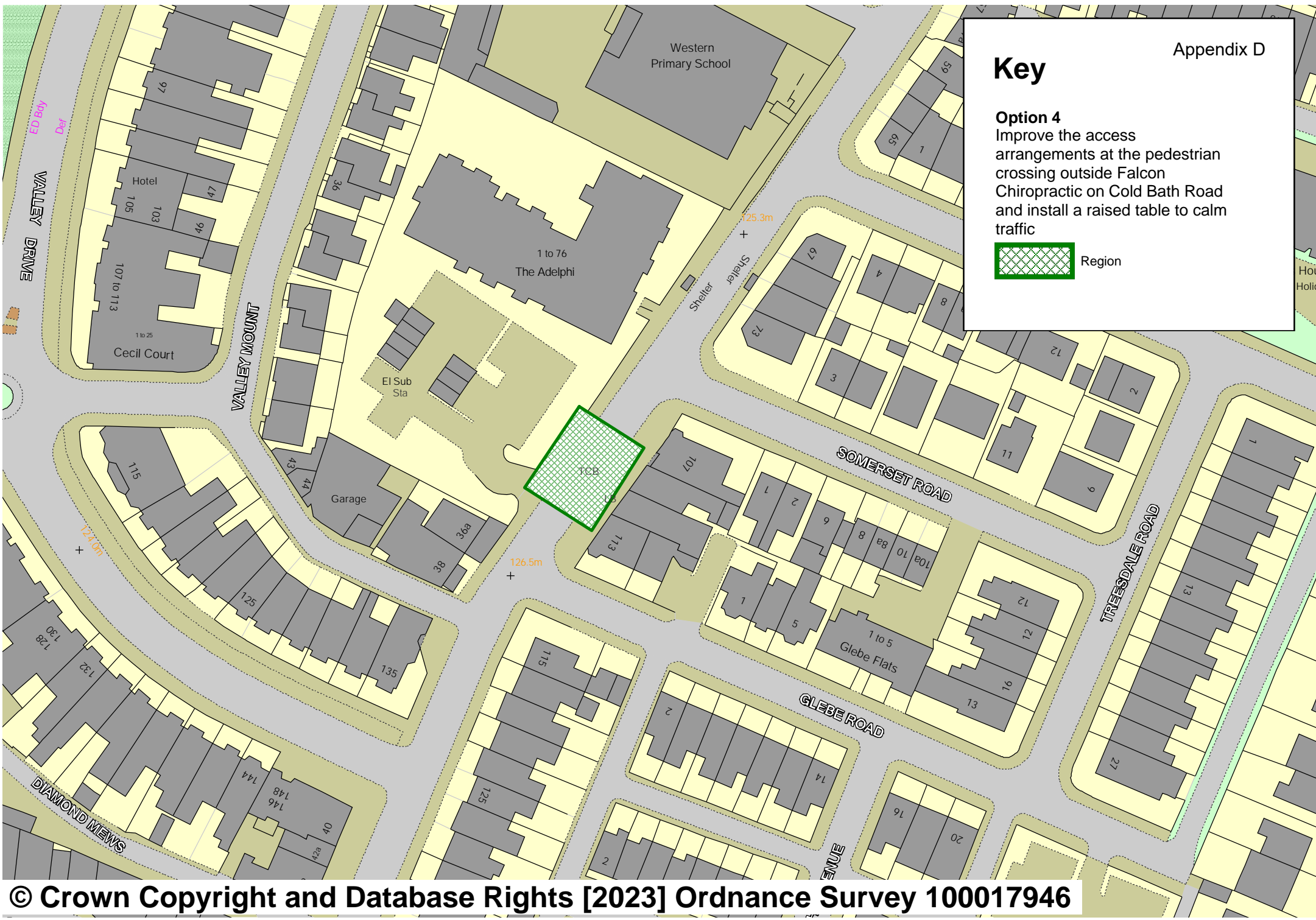


# Key

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



Region

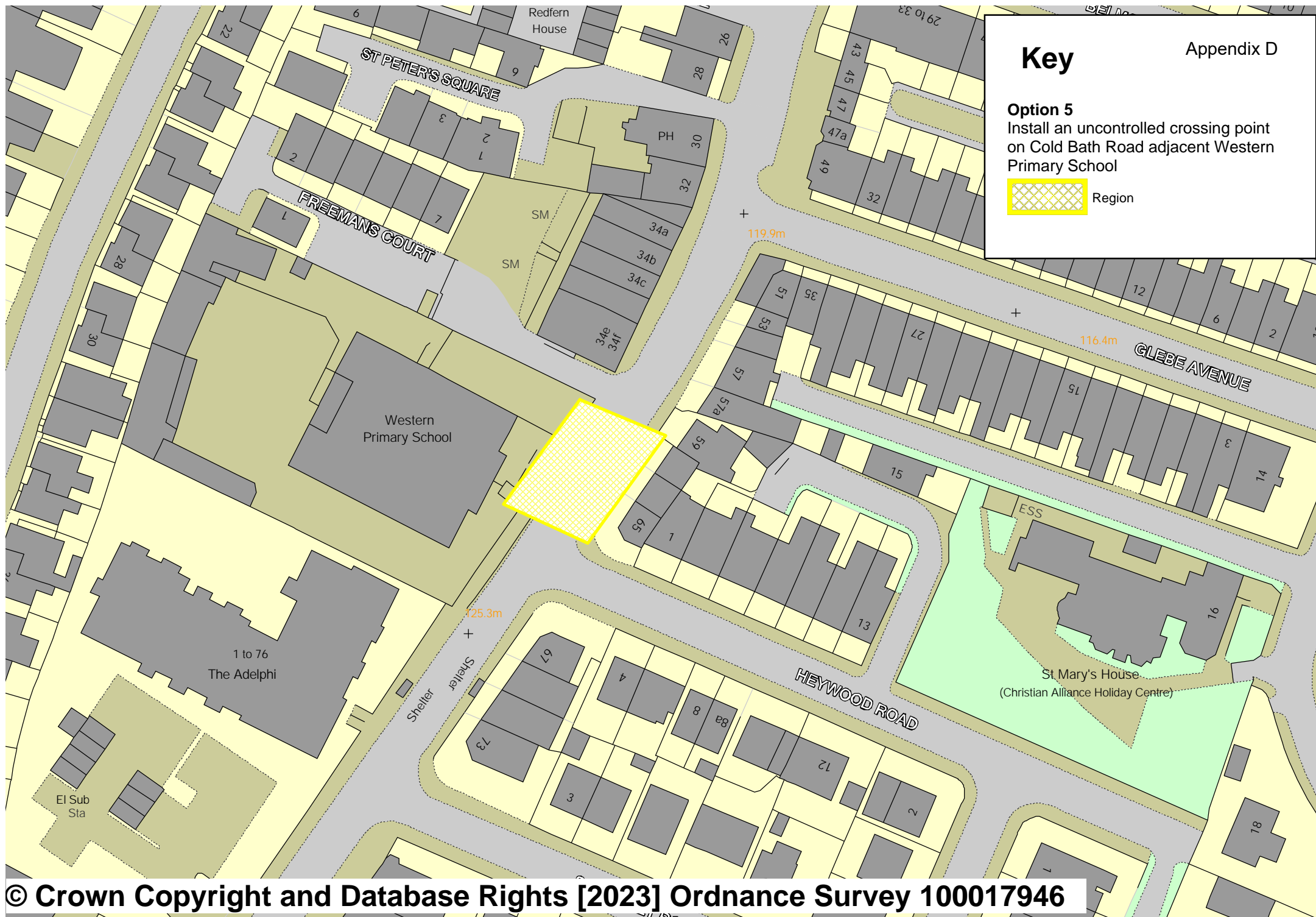


# Key

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



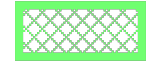
Region



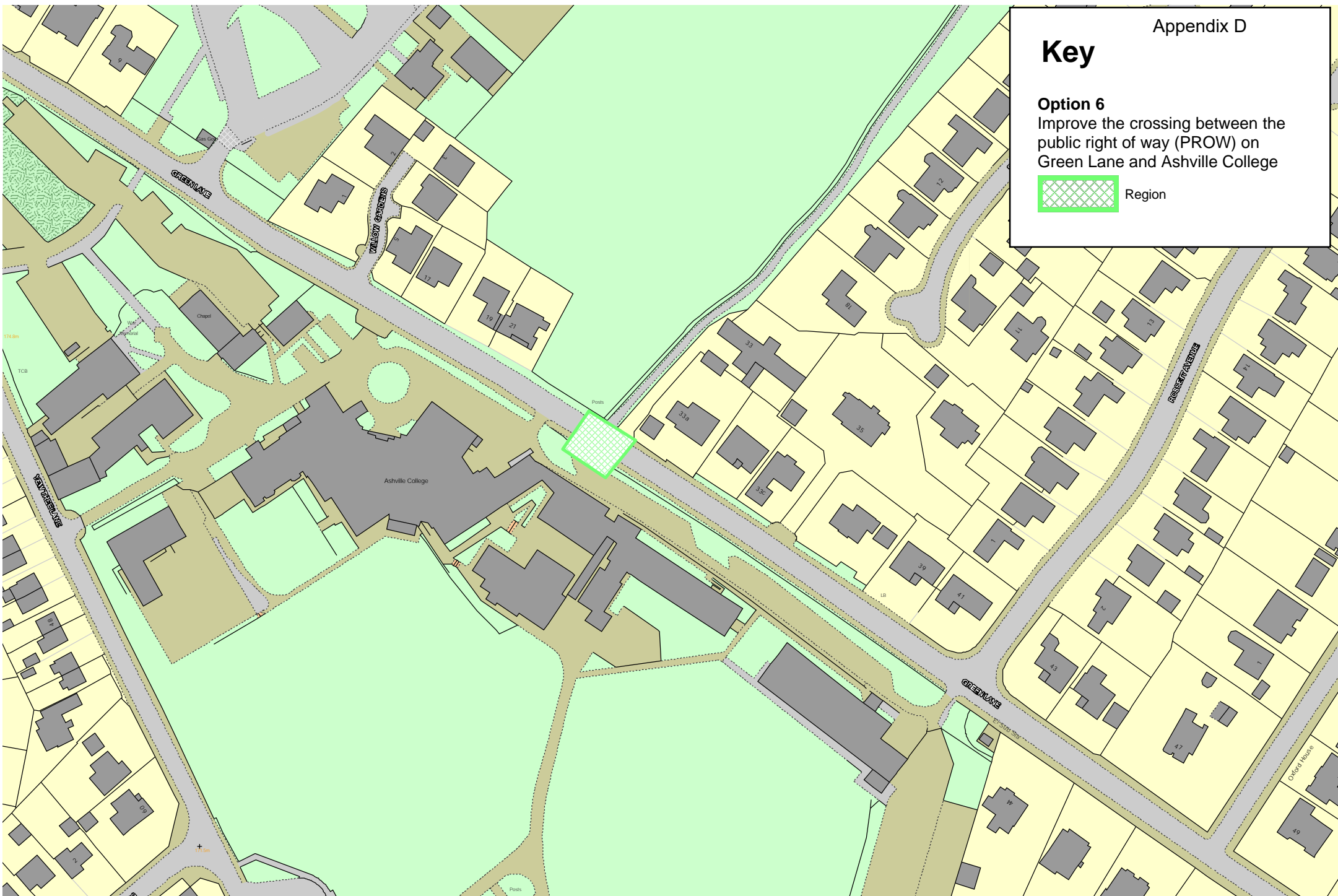
# Key

## Option 6

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



Region



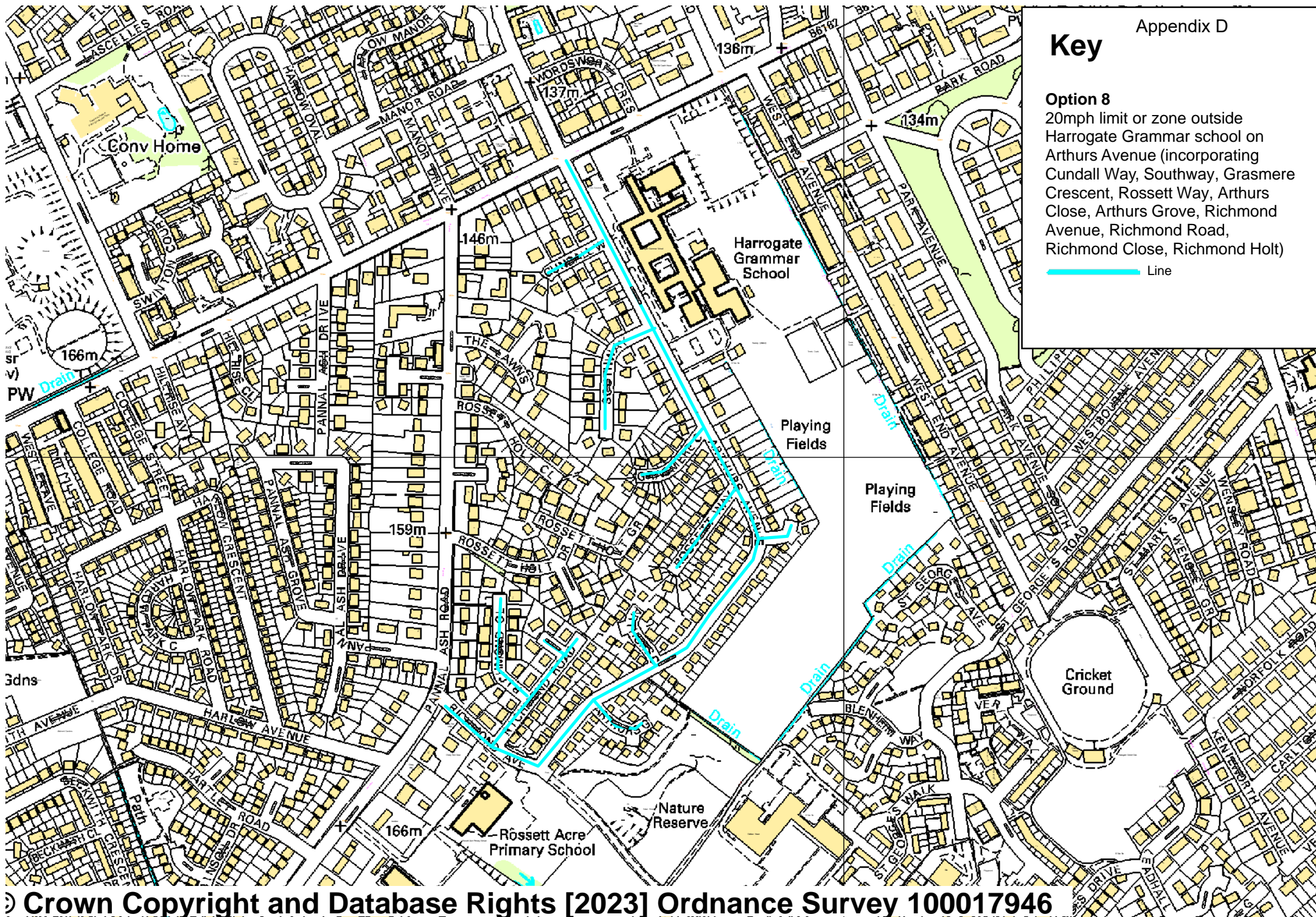


# Key

## Option 8

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

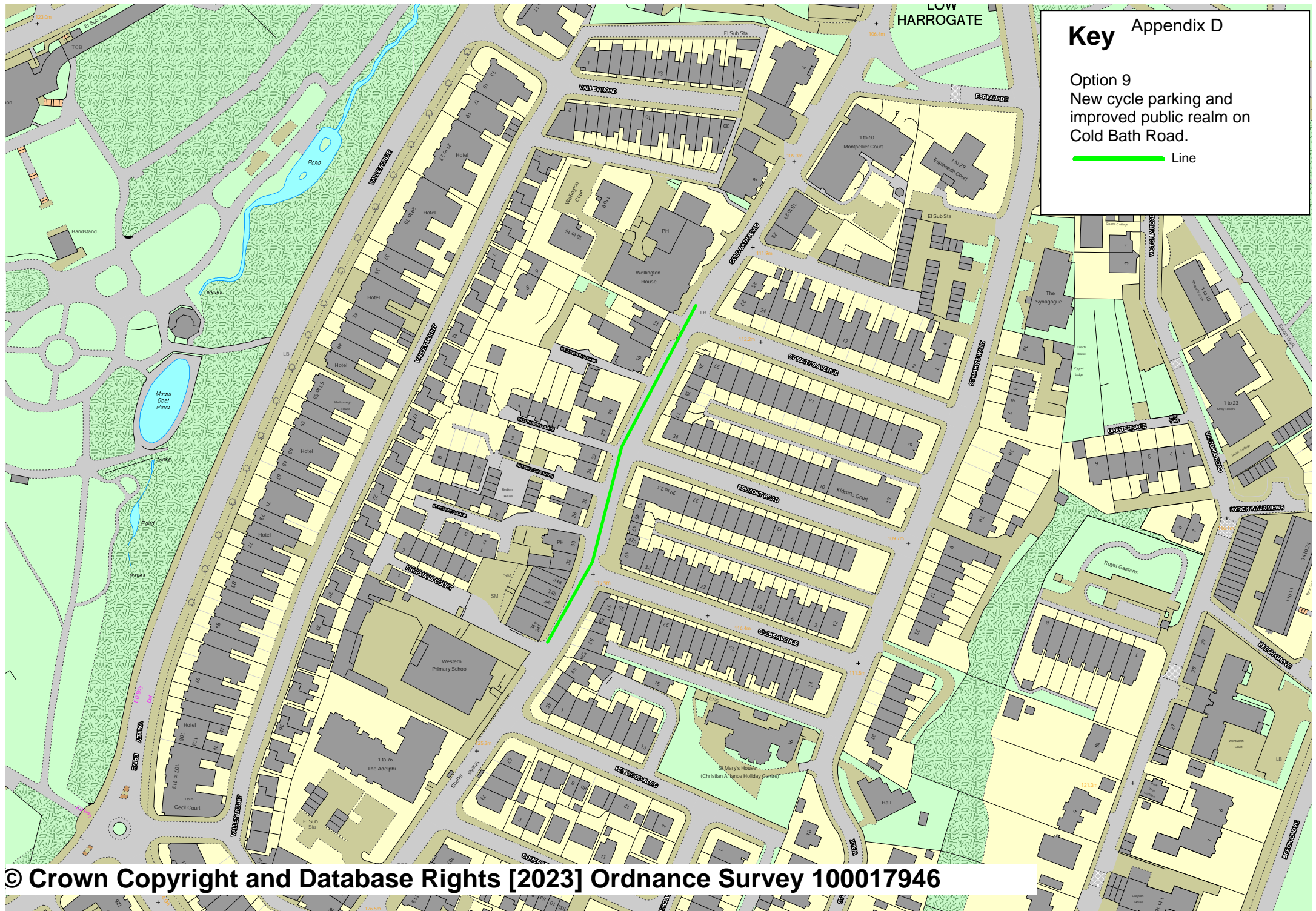
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# Key Appendix D

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

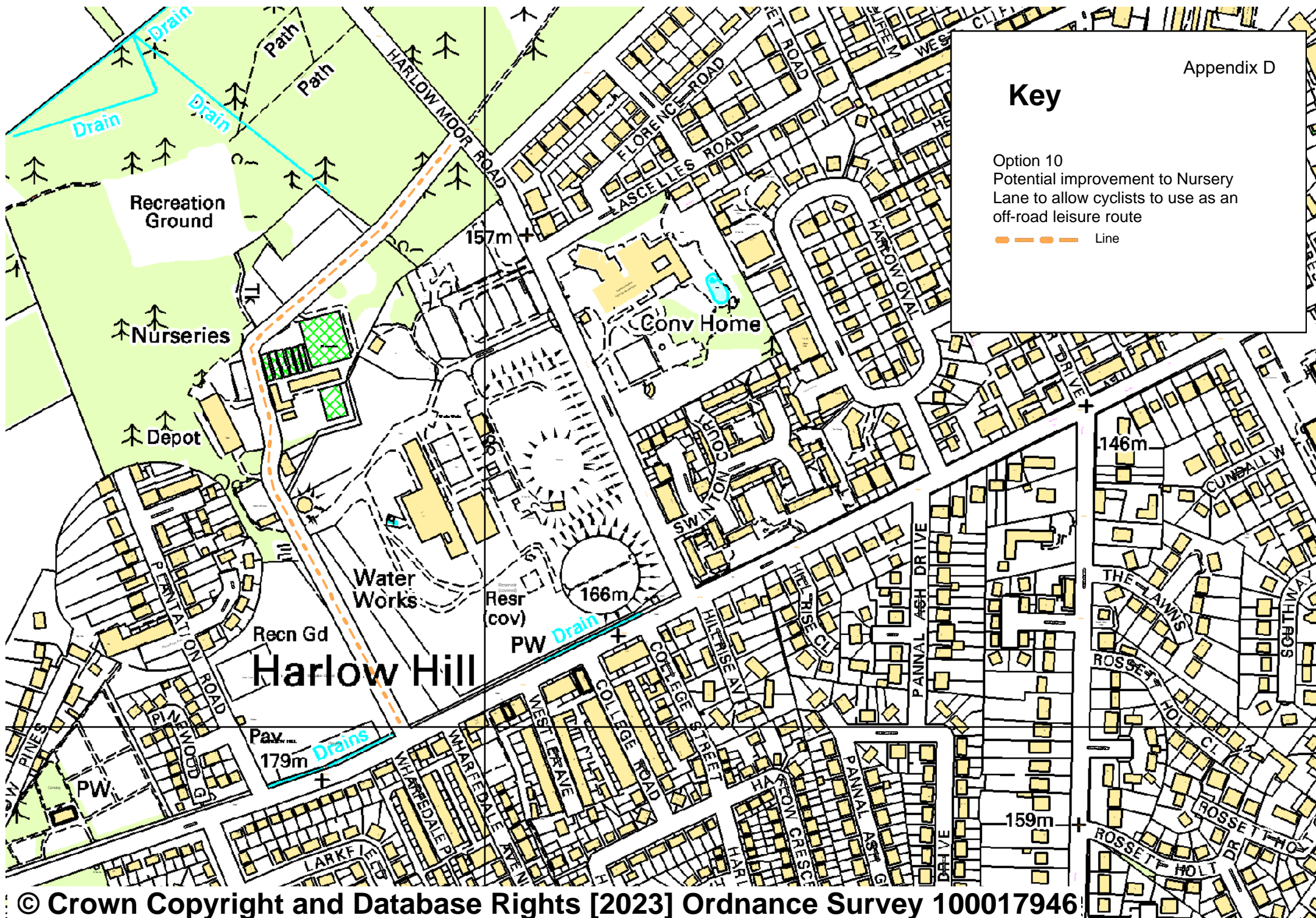
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### Key

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

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<b>Initial equality impact assessment screening form</b>			
<b>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</b>			
<b>Directorate</b>	Environment		
<b>Service area</b>	Highways and Transportation		
<b>Proposal being screened</b>	<b>Otley Road Sustainable Transport Measures – West of Harrogate</b>		
<b>Officer(s) carrying out screening</b>	Heather Yendall		
<b>What are you proposing to do?</b>	The report outlines the updated proposals and recommended delivery outcomes from the review of the remaining funding from the National Productivity Investment Fund		
<b>Why are you proposing this? What are the desired outcomes?</b>	To provide a safe and sustainable transport network along the Otley Road Corridor to support sustainable travel and reduce congestion.		
<b>Does the proposal involve a significant commitment or removal of resources?</b> Please give details.	No		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</b>			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul>			
<b>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your <a href="#">Equality rep</a> for advice if you are in any doubt.</b>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.</b>	No – although some of the proposals will seek to improve accessibility to existing infrastructure, such as amendments to bus stops.		
<b>Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with</b>	No		

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

## Climate change impact assessment

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

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

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

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

Planning Permission  
Environmental Impact Assessment  
Strategic Environmental Assessment

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

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

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

**Options appraisal**

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

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

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

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

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

How will this proposal impact on the environment?  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.	Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	Explain why will it have this effect and over what timescale?  Where possible/relevant please include: <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.	
Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel	x			The purpose of the scheme is to enhance sustainable transport measures along Otley Road corridor, West of Harrogate.	No negative impacts identified at this stage but appropriate surveys before and after will be undertaken to ensure the correct measures are delivered and a positive environmental impact is maintained.	Improved engagement with the public to support the take-up of more active travel options and to continue with the delivery of other strategic transport projects in Harrogate Town Centre which will encourage more take up of the infrastructure being created. Ensure monitoring post implemented.
	Emissions from construction		x		There is likely to be no impact but it will depend on the final designed package of works. Civils work will be required but our contractors will work to package work together and minimise travel.	Works will be packaged together wherever possible to ensure efficiency of delivery.	<b>N/A</b>
	Emissions from		x		<b>N/A</b>	<b>N/A</b>	<b>N/A</b>



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

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<b>Positive impact</b> (Place a X in the box below where	<b>No impact</b> (Place a X in the box below where	<b>Negative impact</b> (Place a X in the box below where	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>Changes over and above business as usual</li> <li>Evidence or measurement of effect</li> <li>Figures for CO<sub>2</sub>e</li> <li>Links to relevant documents</li> </ul>	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
Enhance <b>conservation</b> and wildlife		x		N/A		
Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b>		x		N/A	New signage will be required, but necessary policies will be adhered to ensuring locations are sympathetic to the area and only where legally required.	
Other (please state below)				N/A		

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

It is proposed that when developing the 'Otley Road Sustainable Transport measures' that this is developed in line with appropriate government guidance;

- Active Travel: local authority toolkit ( updated August 2022)

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

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

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

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

### Sign off section

This climate change impact assessment was completed by:

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

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

**Date:**