

**North Yorkshire County Council**  
**Harrogate and Knaresborough Constituency Committee – 18 March 2021**  
**Harrogate Transforming Cities Fund Update**

**1.0 Purpose of the Report**

- 1.1 The purpose of the report is to provide members with an update on the Transforming Cities Fund proposals for Harrogate.

**2.0 Background**

- 2.1 £1.28bn (capital funding) was made available to city regions to bid for schemes to be delivered by 31 March 2023 through the Department for Transport's (DfT) Transforming Cities Fund (TCF). Leeds City Region has been successful in securing £317m of funding.
- 2.2 The aim of TCF is to 'drive up productivity through improved connections between urban centres and suburbs' with a focus on investment 'in infrastructure to improve public and sustainable transport connectivity'.
- 2.3 As part of the successful Leeds City Region bid, North Yorkshire County Council is leading on delivery of a £31m programme with our partners at Skipton and Craven District Councils and Harrogate Borough Council, under a funding agreement with the West Yorkshire Combined Authority.
- 2.4 Harrogate comprises a £7.9m scheme focussed on sustainable travel and public realm improvements around the Rail and Bus Station Gateway. The project area is shown in Appendix 1.

**3.0 Scheme Components**

- 3.1 The following represent the key elements of the Harrogate scheme:
- Reallocation of road space on Station Parade – 1 lane and 2 Lane options & northern end made one way southbound
  - Improvements to eastern section of James Street that will provide a better retail environment to help support the town centre economy
  - Public realm transformation of Station Square
  - Improved public realm to the north of Victoria Multi-storey Car Park
  - Provision of cycle lanes on East Parade

- 3.2 For Station Parade two options are being presented for public consultation. The first option is the reduction of Station Parade to one lane with surrounding junction improvements to facilitate the introduction of segregated cycle lanes along the whole length. The second option is the retention of Station Parade as two lane, which removes the possibility of cycle lanes along the whole length of the street and instead proposes the introduction of an increased length of cycle lane on East Parade.
- 3.3 The James Street component is included with a view that it will replace the temporary COVID 19 measures which are currently in place. Three options are being proposed for the length of the street between Princes Street and Station Parade as part of the public consultation:
- Option 1** Some on-street parking will be removed to create more space for pedestrians. Motor vehicle access at all times is retained. Pedestrian improvements including resurfacing with natural stone and new trees and rain gardens.
- Option 2** Motor vehicle access will be controlled to this end of the street by rising bollards and signage. This allows this section of James Street to become a pedestrianised street at agreed times of day. As for Option 1, some on street parking will be removed to provide more space for pedestrians. Pedestrian improvements including resurfacing with natural stone and new trees and rain gardens.
- Option 3** Motor vehicle access to this end of the street will be prohibited using bollards and signage. This allows this section of James Street to become a fully pedestrianised street. Traffic will need to use alternative routes and vehicles will need to park in an off-street car park or on other streets. Pedestrian improvements including resurfacing with natural stone and new trees and rain gardens.
- 3.4 It is proposed that Station Square will be renovated with the creation of flexible events and art space, introduction of water jet fountains and a reflection pool and new planting and trees alongside upgrade public realm at One Arch.
- 3.5 Visualisations for how the areas could look are included at Appendix 2.

#### **4.0 Progress**

- 4.1 Delivery of the schemes is progressing in accordance with the West Yorkshire Combined Authority assurance framework. Working with our partner consultant WSP, feasibility designs have been produced to allow public consultation and the submission of an Outline Business Case to WYCA in March. Approval of the Outline Business Case unlocks draw down of funding to complete design work and obtain final tender prices for the work.
- 4.2 Public consultation on the scheme is currently live and runs until 24<sup>th</sup> March 2021. The consultation exercise is being run online using the WYCA Yourvoice Portal.

4.3 A number of online events are being run using Microsoft Teams Broadcast in support of the consultation, including events for local businesses and two open public sessions.

## **5.0 Next Steps**

5.1 Following the closure of the consultation window all feedback will be analysed and preliminary design commenced on the preferred options.

5.2 Ongoing stakeholder engagement will take place through spring and summer 2021 to allow finalisation of designs and commencement of on-site delivery in spring 2022.

## **6.0 Recommendation**

6.1 It is recommended that Members note this report and the progress that is being made.

Author: Aidan Rayner  
Highways & Transportation  
Business and Environmental Services  
North Yorkshire County Council  
01 March 2021



Harrogate project area

Station Parade & Station Square Visualisation



James Street Visualisations  
Options 1 & 2



Option 3



One Arch Visualisation

