

North Yorkshire Council

Environment Executive Members

13 December 2024

Proposed Traffic Regulation Orders for Harrogate Town Centre

Report of the Assistant Director – Highways and Infrastructure

1.0 PURPOSE OF REPORT

- 1.1 To advise the Corporate Director for Environment, in consultation with the Executive Member for Highways and Transportation of the outcome of the public consultation and statutory advertisement which took place to introduce a range of Traffic Regulation Orders to facilitate the Harrogate Transforming Cities Fund (TCF) project proposals.
- 1.2 A decision from the Corporate Director for Environment and the Executive Member for Highways and Transportation is sought regarding whether to proceed with the making of the Orders in view of the comments received.

2.0 BACKGROUND

- 2.1 North Yorkshire Council has been awarded funding from the Government's Transforming Cities Fund (Harrogate TCF) to deliver an infrastructure project that will improve sustainable travel in Harrogate Town Centre. The proposals will:
- Provide better bus access into the bus station with a new bus lane on Station Parade,
 - Introduce cycling infrastructure between Bower Road and Station Bridge,
 - Improve pedestrian accessibility with raised table crossing points,
 - Improve pedestrian and vehicle movements with linked signals,
 - Retain two motor vehicles lanes between the bus and railway stations, and
 - Improve the public realm at One Arch and Station Square
- 2.2 It is necessary to introduce new Traffic Regulation Orders (TROs) to allow for these improvements. It is common practice for the TRO process to be commenced ahead of major projects receiving full funding to ensure that necessary measures can be enabled so that the project will function appropriately. At full business case stage (January 2024) the West Yorkshire Combined Authority (WYCA) appraised the scheme and set out a condition that, prior to 'approval to proceed', the council must 'provide a progress update on the TRO consultation'. Until this condition is satisfied there remains a risk of uncertainty in relation to the confirmation of the funding. It is, therefore, prudent to update on the consultations carried out in relation to the proposed TROs' and to seek decisions where appropriate in order that reassurance can be provided to WYCA that this element is progressing in tandem with the project and funding approvals.

3.0 PROPOSALS & RECOMMENDATIONS SUMMARY

- 3.1 Consultation proposals are shown in Appendix A. They consist of:
1. **Draft bus lane and cycle lane (Station Parade, Harrogate) order 2024**
 - Introduces a southbound bus lane on the east side of (Lower) Station Parade.
 2. **Draft one-way traffic (Station Parade, Harrogate) order 2024**
 - Creates a one-way southbound restriction on (Lower) Station Parade.

3. **Draft prescribed routes (Station Bridge, Harrogate) order 2024**
 - Requiring vehicles to turn left onto Station Parade, prevent vehicles from travelling in Albert Street.
4. **Draft prohibited turning movements (various roads, Harrogate) order 2024**
 - Prohibiting turning against the new one-way onto (Lower) Station Parade left from Commercial Street and Cheltenham Parade, and right from the rail compound to the rear of the bus station. Also prohibiting turning onto Cheltenham Parade right from (Lower) Station Parade.
5. **Draft prohibition of waiting and loading and provision of parking (Harrogate, Knaresborough, Pannal and Burn Bridge) (amendment No. ##) order 2024**
 - Including a range of parking and waiting provisions and restrictions across the site area.
6. **Draft prohibition of driving except for access (various roads, Harrogate) order 2024**
 - Prohibiting traffic except for loading on the delivery route from Station Square to Market Place and behind (to the north) Princes Street/James Street.

3.2 Orders numbered 1 to 4 above are subject to the decision in this report without modification. Order number 5 (prohibition of waiting and loading and provision of parking) is proposed to be modified following the receipt of representations with the following items omitted:

- As a consequence of not implementing the loading bay on Station Parade North following consultation feedback (see section 5.2 of this report):
 - Schedule 1 - waiting prohibited at all times with exemptions. item 1 – east side from its junction with Bower Road to a point 14 metres south-west of the same junction.
 - Schedule 4 – authorised parking places between the hours of 8am to 6pm for the loading and unloading of goods. Item 2 – east side from a point 14 metres south of its junction with Bower Road to a point 29.5 metres south of the same junction.
 - Schedule 6 – revocations. The council would not revoke Schedule 1 (waiting prohibited at all times with exemptions) item 2217 of the North Yorkshire County Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No.16) Order 2013 – east side from its junction with Bower Road to a point 19 metres south-west of the same junction.
- As a consequence of not implementing the proposed amendments to Station Parade South following consultation feedback (see section 5.2 of this report):
 - Schedule 1 - waiting prohibited at all times with exemptions. Item 5 – East side from a point 12 metres south of its junction with Station Bridge to a point 20 metres south of the same junction.
 - Schedule 2 - waiting prohibited at any time except for disabled badge holders. Item 3 – west side from a point 7.5 metres south of its junction with Raglan Street to a point 14 metres south of the same junction.
 - Schedule 5 - on street pay & display parking. Item 3 - west side from a point 10 metres south of its junction with Raglan Street to a point 31 metres south of the same junction.
 - Schedule 5 - on street pay & display parking. Item 4 - east side from a point 32 metres south of its junction with Station Bridge to a point 56 metres south of the same junction.
 - Schedule 6 – revocations. The council would not revoke Schedule 25 (waiting prohibited at any time except for disabled badge holders) item 36 of North

Yorkshire County Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No.16) Order 2013 – east side from a point 15 metres south of its junction with Station Bridge to a point 21.6 metres south of the same junction.

- Schedule 6 – revocations. The council would not revoke Schedule 1 (on street pay & display parking) item 112 of North Yorkshire County Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No 23) Order 2016 – east side from a point 21.6 metres south of its junction with Station Bridge to a point 60 metres south of the same junction.
- Schedule 6 – revocations. The council would not revoke Schedule 1 (on street pay & display parking) item 114 of North Yorkshire County Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No 23) Order 2016 – west side from a point 8 metres south of its junction with Raglan Street to a point 26 metres south of the same junction.

- As a consequence of an incorrect description being provided a modification is required:

- Schedule 3 – loading and unloading prohibited during peak hours. Item 2 – south east side from a point 92 metres south of its junction with Cheltenham Parade to a point 102 metres south of the same junction.

3.3 In addition, three proposals in Order number 5 require some minor corrections to descriptions to match the drawn plans.

3.4 Consultation on Order number 6 (prohibition of driving except for access) was not accompanied by drawn plans and, therefore, must be readvertised and is not subject to decision. The Order ensured that the route from Station Square and Market Place was kept clear for deliveries to Victoria Shopping Centre but is not integral to the TCF scheme and would seek to formalise already existing arrangements.

4.0 CONSULTATION

4.1 The proposals have been subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The enabling Traffic Regulation Orders (TRO) were advertised for public comment in the local press, published on North Yorkshire Council's website and by means of a legal notice placed on the relevant street in accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations. The TROs were advertised for public comment on 25 July 2024. The last date for receipt of objections was 26 August 2024.

4.2 Responses have been received claiming that the consultation process has been unfair and inadequate (and they are addressed at greater length at Appendix B). However, the Council has accorded with the requirements in the 1996 Regulations and has gone further and considered representations received outside of the objection period. Officers are satisfied that consultation has been in accordance with statutory requirements for the Orders numbered 1 to 5 at section 3.0 and where issues have been identified Orders will be subject to further consultation.

4.3 Under the Council's Constitution Scheme of Delegation to Officers Para 8.3 (a) (i) and (ii) the consideration of objections has been delegated by the Executive to the Corporate Director of Environment in consultation with the Executive Member. The decision-making process relates to the provision and regulation of parking places both off and on the highway where an objection is received from any person or body entitled under the relevant

statute. A 'wide area impact TRO' is classed as a proposal satisfying all three criteria set out below.

- The proposal affects more than one street or road, and
- The proposal affects more than one community, and
- The proposal is located within the ward of more than one Councillor.

4.4 In this case the proposal does not meet the criteria for a wide area impact TRO because it is located within the ward of one Councillor only. Therefore, in accordance with the constitution it is not necessary to consult the Area Committee.

5.0 RESPONSES, OBJECTIONS AND OFFICER COMMENTS

5.1 Seven responses were received specific to the proposed TROs (see comments and responses at Appendix B). In addition, several residents submitted a wide-ranging identical letter that objected to the scheme in general two weeks after the TRO consultation period closed. There was, however, a section within the letter relating to TRO matters that has been included at item 5 in Appendix B for completeness. A further letter was received in late November 2024 from a solicitor representing a group of respondents. This has also been included at item 6 in Appendix B. One person sent an identical objection 29 times via the same e-mail and postal address but signed with different business names (Item 8 at Appendix B).

5.2 After considering the comments received, officers recommend:

- Not to introduce a loading/unloading bay on the east side of Station Parade North. This will allow buses to enter the proposed bus lane earlier more often and also improve safety for cyclists.
- Not to implement the parking and waiting amendments south of Station Bridge. Officers would re-assess the design and inclusion of this area within the TCF scheme. Carriageway/footway widths are constrained to the extent that an unsegregated advisory cycle lane was proposed in this section with narrower footways to compensate. However, the retailers have demonstrated that loading currently takes place kerb side and will need to continue – compromising the safety of cyclists. On reflection, it is therefore considered that the proposals for the section of Station Bridge, therefore, will not significantly improve the environment for any user and should not be progressed.

5.3 In accordance with the protocol for Environment Executive Member reports, the Local Elected Member will be provided with a copy of this report and be invited to the meeting on 13 December 2024.

6.0 JUSTIFICATION FOR THE ORDERS SOUGHT:

6.1 This section of the report seeks to justify whether the proposed orders satisfy what is known as a 'qualifying purpose' and then whether it is expedient for the Council to make the Order in light of the objections that have been received. As part of this process the Council must consider its duty under Section 122 of the 1984 Act. The Orders will seek to deliver a scheme which will provide improved infrastructure for those walking, cycling and for bus passengers.

6.2 The first question is whether the TROs which deliver these proposals would meet one or more of the qualifying purposes under s.1 (1) of the Road Traffic Regulation Act 1984 ('the 1984 Act'). A local authority has powers to make a TRO where it appears expedient to make it on one or more of the following grounds: -

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (b) for preventing damage to the road or to any building on or near the road, or

- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (e) without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot, or
- (f) for preserving or improving the amenities of the area through which the road runs; or
- (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of Section 87 of the Environment Act 1995 (air quality).

1. Draft bus lane and cycle lane (Station Parade, Harrogate) order 2024

Introduces a southbound bus lane on the east side of (Lower) Station Parade. This will separate buses and cyclists from general traffic, reducing the likelihood of conflicts with other traffic. It will also improve journey times for buses travelling to the bus station, better facilitating their passage (grounds a and c). Reductions in buses waiting are considered to improve the amenities of the area (ground f).

2. Draft one-way traffic (Station Parade, Harrogate) order 2024

Creates a one-way southbound restriction on (Lower) Station Parade. This will provide the space in which to separate buses and cyclists from general traffic in conjunction with the above order, reducing the likelihood of conflicts with other traffic. It will also improve journey times for buses travelling to the bus station, better facilitating their passage (grounds a and c). Reductions in buses waiting are considered to improve the amenities of the area (ground f).

3. Draft prescribed routes (Station Bridge, Harrogate) order 2024

Requiring vehicles to turn left onto Station Parade, prevent vehicles from travelling in Albert Street. This will avoid danger to persons or other traffic using the road and facilitate the passage on the road (grounds a and c).

4. Draft prohibited turning movements (various roads, Harrogate) order 2024

Prohibiting turning against the one-way restrictions and allow for enforcement, thus avoiding danger to persons or other traffic and facilitating the passage on the road (grounds a and c).

5. Draft Prohibition of Waiting and Loading and Provision of Parking (Amendment No.##) Order 2024

Amending on-street parking and revoking previous TROs. This will prevent vehicles parking in areas and at times that could impact the flow of traffic and otherwise potentially create danger to persons or other traffic using the road and impede passage on the road (grounds a and c).

Prohibiting loading/unloading between 7:30am to 9:30 am and 4:00pm to 6:00pm and revoking previous TROs. This will ensure loading/parking in areas and at times that will not impact the flow of traffic or create danger to persons or other traffic using the road and impede passage on the road (grounds a and c).

6.3 Taking into account the above, officers are therefore satisfied that all the TROs would meet a qualifying purpose under the 1984 Act. The second question that this section of the report needs to consider is whether it is expedient for the TROs to be made. The benefits of the proposals are that they will create improved infrastructure for all road users by making better use of available highway space in the interests of balancing the needs of all vehicles (including buses) pedestrians and cyclists. Currently the highway arrangements prioritise the private motor vehicle above other users – to re-balance this priority, mitigation is also required to maintain the expeditious safe and convenient movement of these private

vehicles through the network and the proposals for a bus lane, cycle lane and improved pedestrian facilities seek to achieve this re-balancing.

- 6.4 Considering the advantages and disadvantages, Officers consider it would be expedient to make the TROs on the grounds noted above. Furthermore, Officers consider that the proposed measures and recommendations set out in this report will support local travel improvements and wider strategic aims in accordance with the aims of the Transforming Cities Fund initiative. It will enable the Council to comply with its duty under Section 122 (1) of the Road Traffic Act 1984 to exercise their functions as road traffic authority to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), as set out in the Statements of Reasons for proposing to make the Orders attached to this report (see Appendix C). This includes consideration of all the specific factors set out at s.122 (2) including the desirability of securing and maintaining reasonable access to premises (which officers are satisfied that the TRO would). The proposed measures will also enable the Council to carry out its network management duty under Section 16 of the Traffic Management Act 2004 to secure the expeditious movement of traffic on the authority's road network and both the more efficient use and the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network.

7.0 EQUALITIES

- 7.1 Consideration has been given to the potential for any equality impacts arising from the recommendation as part of the Council's Public Sector Equality Duty under s.149 of the Equality Act 2010. An objection was raised as to the removal of disabled parking spaces next to the opticians on Station Parade. However, blue badge holders are still able to park next to the premises (on double yellow lines) for up to 3 hours outside of the loading restriction times. To mitigate against the loss of these disabled parking bays it is proposed to introduce three disabled parking bays within the car park that is around 80 metres away from the existing bays. The total number of disabled parking bays within the scheme extent remains the same but are distributed more evenly over the area. The Harrogate Disability Forum were consulted on this approach and had no objections. Furthermore, an Equalities Impact Assessment has been carried out to ensure that the Council has the information required to have due regard to the need to achieve the objectives set out at s.149. It is the view of officers that although the recommendation could have an adverse impact on one of the protected characteristics identified in the Equalities Act 2010 this is mitigated and a copy of the Equalities Impact Assessment is attached as Appendix D.

8.0 FINANCE

- 8.1 The cost of advertising the Traffic Regulation Order is estimated at approximately £1,500, which has been funded by the TCF Project budget.

9.0 LEGAL

- 9.1 In the event that the Corporate Director for Environment in consultation with the Executive Member resolve to follow the recommendations contained in this report, then in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the Regulations), the Council will be required to make the relevant Traffic Regulation Orders (with or without modifications) and publish a notice of making the Orders in the local press before the Orders come into operation. The Council will also be required to notify the objectors of its decision and the reasons for making that decision within 14 days of the Order being made. Where the Council proposes to modify an Order which has been subject to consultation and those modifications appear to make a substantial change to the Order the Council has to follow the Regulation 14 of the Regulations which requires

informing persons likely to be affected by the modifications and giving those persons an opportunity to make representations.

- 9.2 Where an Order has been made (i.e. sealed), if any person wishes to question the validity of the Order or any of its provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of the 1984 Act or of any instrument made under the 1984 Act has not been complied with, they may apply to the High Court within six weeks from the date on which the Order is made.
- 9.3 In recommending the implementation of the proposed TRO, officers consider that it will enable the Council to comply with its duties under Section 122 of the Road Traffic Regulation Act 1984 and Section 16 of the Traffic Management Act 2004.

10.0 CONSIDERATION OF HOLDING A PUBLIC INQUIRY

- 10.1 Regulation 9 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 outlines the circumstances in which the Council would be required to hold a Public Inquiry. The current proposals do not include permanent restrictions on loading and unloading, or other elements which would make it a requirement to hold a public inquiry before a decision on the TRO's is taken. The mandatory requirements for a public inquiry under Regulation 9 are therefore not met.
- 10.2 However, there is still a discretion under Regulation 9 to hold a public inquiry regardless of the mandatory triggers not being met. The Council must therefore consider whether to exercise that discretion.
- 10.3 In this case a limited number of objections has been received although some of the objections raise a number of issues. One objection specifically suggests that a public inquiry is appropriate for the following reasons: proposals being hugely controversial and attracting widespread objection and likely to cause significant environmental social and economic impacts. The holding of a Public Inquiry would need to be resourced and would result in a delay to the orders. This in turn could impact on the Council's ability to progress the project. The detailed objections that have been made have been regarding the proposed TROs considered fully as part of this report. In the circumstances it is considered that in taking into account the number of objections, their nature and the scope of the proposals together with the resource and potential for the impact of delay on the project it would not be proportionate or appropriate to hold a public Inquiry in respect of any of the Orders numbered 1-4 in section 3 in this case.

11.0 CLIMATE CHANGE

- 11.1 Consideration has also been given to the potential for any adverse Climate Change impacts arising from the recommendation. A full carbon assessment was previously undertaken for the larger TCF scheme that examined the universal impact of all project elements (including public realm) many of which are not the subject of the TRO decision. A further assessment is being prepared for the descoped project that will also encompass the public realm and this is required for funding purposes. As with all highway infrastructure projects, the embodied carbon impact from construction derives an overall negative impact however, in this case, the council is seeking to offset that impact by encouraging a shift to more sustainable modes of travel. It is the view of Officers that the recommendations related to TROs do not have an adverse impact on Climate Change and a copy of the Climate Change Impact Assessment decision form is attached as Appendix E.

12.0 RECOMMENDATIONS

12.1 It is recommended the results of the consultation exercise are noted and:

- i. the Corporate Director, Environment, in consultation with the Executive Member for Highways and Transportation, does not consider a Public Inquiry is appropriate for the reasons set out in para 9.1 and 9.2 above and approves the making of TROs numbered 1 to 4 in Section 3.0 of this report;
- ii. the proposed Traffic Regulation Order numbered 5 is modified in line with the proposals as set out in section 3.0 of this report and the Council will take steps in line with the requirements set out in Regulation 14 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- iii. the Assistant Chief Executive (Legal and Democratic Services) be authorised to seal the relevant Traffic Regulation Order by the Corporate Director, Environment in consultation with the Executive Member for Highways and Transportation in light of the objections received and that the objectors are notified within 14 days of the order being made.

APPENDICES:

Appendix A – Proposed TRO locations

Appendix B - Summary of comments received and officer response

Appendix C – Statement of reasons

Appendix D – Equality Impact Assessment Screening

Appendix E – Climate Change Impact Assessment

BACKGROUND DOCUMENTS:

Letters/ Emails objecting to the proposals, as outlined in this report are held in the scheme files held by the Harrogate Area 6 Highways Office.

BARRIE MASON

Assistant Director – Highways & Infrastructure

Author of Report: Matt Roberts, Economic & Regeneration Project Manager

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

THE NORTH YORKSHIRE COUNCIL

{BUS LANE AND CYCLE LANE}

{STATION PARADE, HARROGATE) ORDER

2024

North Yorkshire Council ("the Council") in exercise of its powers under sections 1(1), 2(1) to {3}, 4 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 ("the 1984 Act"), the Transport Act 2000 ("the 2000 Act"), the Traffic Management Act 2004 ("the 2004 Act") and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 of the 1984 Act, makes the following order:-

PART I

GENERAL

1. This Order shall come into operation on the [insert date of operation] and may be cited as the "North Yorkshire Council (Station Parade) Bus Lane Order 2024" (hereinafter referred to as "Bus Lane Order 2024").
2. Any plans affixed with the common seal of the Council and which create a Bus Lane (as hereinafter defined) included in the Schedule to this Bus Lane Order 2024 are hereby incorporated into the Bus Lane Order 2024, and hereinafter collectively referred to as "the Bus Lane Plans".
3. The Bus Lane Order 2024 may be varied by the addition of new bus lane plans, or varied by the revocation of any existing Bus Lane Plans.

INTERPRETATION

4. Any reference in the Bus Lane Order 2024 to a numbered Article shall, unless the context requires otherwise, be construed as a reference to the Article bearing that number in the Bus Lane Order 2024.
5. The Interpretation Act 1978 shall apply for the interpretation of the Bus Lane Order 2024.
6. Any reference in the Bus Lane Order 2024 to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

DEFINITIONS

7. In this Bus Lane Order 2024, except where the context requires otherwise:

(1) "Authorised Vehicle" means a vehicle authorised by the Council to be in a Bus Lane as specified on the Bus Lane Plans and in Schedule 1 to this order;

(2) "Bus" means

a) motor vehicles constructed or adapted to carry more than 8 passengers (exclusive of driver); and

- b) local buses not so constructed or adapted and includes a tramcar {within the meaning of section 141A of the 1984 Act and a trolley vehicle within the meaning of that section;
- (3) "Bus Gate" means a short length of Bus Only Street and will be identified as a Bus Lane for the purposes of the Bus Lane Order 2024;
- (4) "Bus Lane" means an area of road that may be used only by buses (or a particular description of bus), or only by buses (or a particular description of bus) and some other class or classes of vehicular traffic as provided for in this Order and includes a Bus Gate and Bus Only Street;
- (5) "Bus Only Street" means a section of road that will only allow a Bus to pass with any other specified exemptions and will be identified as a Bus Lane for the purposes of the Bus Lane Order 2024;
- (6) "Council" means the Council or any of its employees, duly appointed servants or agents;
- (7) "Emergency Vehicle" has the same meaning as in Regulation 3(2) of the Road Vehicle Lighting Regulations 1989;
- (8) "Heavy Commercial Vehicle" has the same meaning as in Section 138 of the 1984 Act;
- (9) "Local Bus" means a Public Service Vehicle used in the provision of a Local Service not being an excursion or tour;
- (10) "Local Service" has the meaning given in section 2 of the Transport Act 1985;
- (11) "Medical Practitioner" has the same meaning as in the Medical Act 1983;
- (12) "Motor Vehicle" has the same meaning as given in Section 136 of the 1984 Act;
- (13) "Motorcycle" has the same meaning as that in Section 136 of the 1984 Act;
- (14) "Operational Times" means the times specified on the Bus Lane Plans and in Schedule 1 to this order, when the Bus Lane restrictions apply;
- (15) "Pedal Cycle" means a unicycle, bicycle, tricycle, or cycle having 4 or more wheels, not being in any case mechanically propelled unless it is an electrically assisted pedal cycle of such class as is to be treated as not being a motor vehicle for the purposes of the 1984 Act;
- (16) "Permitted Vehicle" means a vehicle specified on the Bus Lane Plans and in Schedule 1 to this order that is permitted to be in a Bus Lane;
- (17) "Private Hire Vehicle" has the meaning given in section 80 of the Local Government (Miscellaneous Provisions) Act 1976;
- (18) "Public Service Vehicle" has the meaning given in section 1 of the Public Passenger Vehicles Act 1981;
- (19) "Taxi" means a vehicle licenced under Section 37 of the Town Police Clauses Act 1847

PROHIBITION

8. The areas of road identified coloured red on the Bus Lane Plans and as stated in Schedule 1 to this order are designated as Bus Lanes during the Operational Times;
9. Save as provided in Articles 12 and 13 below during the Operational Hours no person shall cause or permit any vehicle other than a Permitted Vehicle to be in a Bus Lane;
10. Subject to Article 12 a Permitted Vehicle shall not travel in any direction in a Bus Lane other than that specified on the Bus Lane Plans;
11. The Council is satisfied that the provisions of section 3(1) of the 1984 Act shall not have effect given the Bus Lane Order 2024 is required:
 - (a) for avoiding danger to persons or other traffic using the roads to which the order relates or any other roads; and
 - (b) for facilitating the passage of vehicular traffic on the road; and
 - (c) for preserving or improving the amenities of the area through which the road runs.

GENERAL EXEMPTIONS

12. Articles 9 and 10 do not apply to a vehicle that is in a Bus Lane under the direction or with the permission of a police constable in uniform, a police community support officer in uniform or a civil enforcement officer in uniform or for the purposes of crossing a Bus Lane.
13. Nothing in Article 9 shall render it unlawful for a vehicle to be in a Bus Lane in the following circumstances:
 - (1) a Motor Vehicle, necessarily required for use in connection with any of the following operations, namely:-
 - (a) the removal of any obstruction to traffic,
 - (b) the maintenance, improvement or reconstruction on the areas of a road or sides of a road, and
 - (c) the laying, erection, alteration or repair in or on land adjacent to the Roads, lengths of Road or sides of Road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telegraphic line by a Utility Organisation while attending to their apparatus;
 - (2) a Motor Vehicle in the service of a local authority being necessarily used in connection with highways inspections, waste collection or street cleansing activities;
 - (3) an Emergency Vehicle on official business;
 - (4) a Motor Vehicle:
 - (a) being used by a Medical Practitioner attending an emergency, in which cases the Council may require evidence to show that there was a genuine emergency; or
 - (b) being used by naval, military or air force or visiting forces if at the time they are being used or appropriated by such forces.

(c) being used to gain access to land or premises abutting onto or having only access from the side of the road on which the Bus Lane, Bus Gate or Bus Only Street is situated PROVIDED THAT such vehicles shall proceed to gain access to or from such land or premises across the Bus Lane, Bus Gate or Bus Only Street using the shortest practicable route including alleyways.

SCHEDULE 1

PROPOSED BUS AND PEDAL CYCLE LANE WITH FLOW

Column 1	Column 2	Column 3	Column 4
Item	Part of road authorised for use as bus lane	Permitted Direction	Hours of Operation
1.	Station Parade, Harrogate: The east side from a point 46 metres south east of its junction with Bower Road to a point 82 metres south east of its junction with its junction with Bower Road	Southbound	24 hours Operation

THE COMMON SEAL of NORTH

YORKSHIRE COUNCIL was

hereunto affixed this day

of

2024 in the presence of:-

THE NORTH YORKSHIRE COUNCIL

(HARROGATE, BURN BRIDGE, PANNAL AND KNARESBOROUGH) (ONE-WAY

TRAFFIC) (STATION PARADE, HARROGATE)

ORDER 2024

North Yorkshire Council (hereinafter referred to as "the Council") in exercise of their powers under Sections 1(1) and 2(1) to (2) of the Road Traffic Regulation Act 1984 ("the 1984 Act") and Part IV of Schedule 9 to the 1984 Act and of all other enabling powers, after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order:-

1. Save as provided in article 2 of this Order no person shall except upon the direction or with the permission of a Police Constable in uniform cause or permit any vehicle to proceed along the length of road specified in column 2 of the Schedule to this Order in a direction other than that specified in relation to that length of road in column 3 of that Schedule.
2. Nothing in article 1 of this Order shall render it unlawful to cause or permit any vehicle to proceed along the length of road to which that article applies otherwise than in the direction prescribed by that article if it is necessary to do so to enable:-
 - (i) the vehicle to be used for the removal of any obstruction to traffic, or
 - (ii) the vehicle to be used for Police, Fire Brigade or Ambulance purposes, or
 - (iii) the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in pursuance of statutory powers or duties or in connection with any building operation or demolition, the maintenance, improvement or reconstruction of the road or the laying, erection, alteration or repair in, or in land adjacent to the road of any sewer or of any main, pipe, wire or cable or any apparatus for the supply of gas, water or electricity or of any electronic communications network or electronic communications service as defined in Schedule 3A and Section 32 of the Communications Act 2003.
3. The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any Order or regulations made or having effect as if made under the Act or by or under any other enactment.
4. This Order shall come into operation on [insert date of operation] and may be cited as "The North Yorkshire Council (Harrogate, Burn Bridge, Pannal and Knaresborough) (One way traffic) (Station Parade, Harrogate) Order 2024

SCHEDULE 1

ONE-WAY TRAFFIC RESTRICTION
STATION PARADE, HARROGATE

Column 1 Item	Column 2 Road	Column 3 Permitted Direction
1.	Station Parade, Harrogate: From its junction with Bower Road to its junction with Cheltenham Parade	Southbound

THE COMMON SEAL of NORTH YORKSHIRE

COUNTY COUNCIL was

hereunto affixed on the day of

2024 in the presence of:-

THE NORTH YORKSHIRE COUNCIL**{PRESCRIBED ROUTES}****(STATION BRIDGE, HARROGATE) ORDER****2024**

North Yorkshire Council (hereinafter referred to as "the Council") in exercise of their powers under Sections 1(1) and 2(1) to (2) of the Road Traffic Regulation Act 1984 ("the 1984 Act") and Part IV of Schedule 9 to the 1984 Act and of all other enabling powers, after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order:-

1. Save as provided in article 2 of this Order no person shall except upon the direction or with the permission of a Police Constable in uniform cause or permit any vehicle to proceed along the length of road specified in column 2 of the Schedule to this Order in a direction other than that specified in relation to that length of road in column 3 of that Schedule.
2. Nothing in article 1 of this Order shall render it unlawful to cause or permit any vehicle to proceed along the length of road to which that article applies otherwise than in the direction prescribed by that article if it is necessary to do so to enable:-
 - (i) the vehicle to be used for the removal of any obstruction to traffic, or
 - (ii) the vehicle to be used for Police, Fire Brigade or Ambulance purposes, or
 - (iii) the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in pursuance of statutory powers or duties or in connection with any building operation or demolition, the maintenance, improvement or reconstruction of the road or the laying, erection, alteration or repair in, or in land adjacent to the road of any sewer or of any main, pipe, wire or cable or any apparatus for the supply of gas, water or electricity or of any electronic communications network or electronic communications service as defined in Schedule 3A and Section 32 of the Communications Act 2003.
3. The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any Order or regulations made or having effect as if made under the Act or by or under any other enactment.
4. This Order shall come into operation on [##] and may be cited as "The North Yorkshire Council (Prescribed Routes) (Station Bridge, Harrogate) Order 2024

Schedule 1 PRESCRIBED**ROUTE**

Column 1 Item	Column 2 Road and Junction	Column 3 Direction in which traffic must flow from junction
1.	Station Bridge, Harrogate; in a southwestbound direction at its junction of Station Parade, Harrogate.	Left turn into Station Parade, Harrogate

THE COMMON SEAL of NORTH YORKSHIRE

COUNTY COUNCIL was

hereunto affixed on the day of

2024 in the presence of:-

**THE NORTH YORKSHIRE COUNCIL
(PROHIBITED TURNING MOVEMENTS)
(VARIOUS ROADS, HARROGATE) ORDER 2024**

The North Yorkshire Council (hereinafter referred to as "the Council") in exercise of their powers under Sections 1(1), 2(1), 2(2) and 3(2) of the Road Traffic Regulation Act 1984 ("the 1984 Act") and Part IV of Schedule 9 to the 1984 Act and of all other enabling powers, after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order:-

1. Except upon the direction or with the permission of a police constable in uniform, no person shall cause or permit any vehicle to turn left as specified in Schedule 1 below and to turn right as specified in Schedule 2 below.
2. The Council are satisfied that for the following reasons, it is requisite that Section 3(1)(b) of the Act should not apply in relation to this Order:-
 - a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising;
 - b) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
3. The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any Order or regulations made or having effect as if made under the Act or by or under any other enactment.
4. This Order shall come into operation on## and may be cited as "The North Yorkshire Council (Prohibited Turning Movements) (Various Roads, Harrogate) Order 2024".

Schedule 1

PROHIBITED LEFT TURN

Column 1 Item	Column 2 Road	Column 3 Road
1.	Commercial Street, Harrogate	Station Parade, Harrogate
2.	Cheltenham Parade, Harrogate	Station Parade, Harrogate

Schedule 2

PROHIBITED RIGHT TURN

Column 1 Item	Column 2 Road	Column 3 Road
1.	Private Road to Rear of Bus Station, Harrogate	Station Parade, Harrogate
2.	Station Parade, Harrogate	Cheltenham Parade, Harrogate

EXECUTED as a DEED by affixing the Common Seal of **THE
NORTH YORKSHIRE COUNCIL** on the

day of 2024 in the presence of:

Authorised signatory

THE NORTH YORKSHIRE COUNCIL

**(PROHIBITION OF WAITING AND LOADING AND PROVISION OF PARKING) (HARROGATE,
KNARESBOROUGH, PANNAL AND BURN BRIDGE) (PROHIBITION OF WAITING AND
LOADING AND PROVISION OF PARKING) (AMENDMENT NO. ##)**

ORDER 2024

North Yorkshire Council (hereinafter referred to as "the Council") in exercise of their powers under Sections 1(1), 2(1) to (3), 4(2), 32(1) and 35(1) of the Road Traffic Regulation Act 1984 ("the 1984 Act") and Part IV of Schedule 9 to the 1984 Act and under the Traffic Management Act 2004 ("the 2004 Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order:-

PART I
GENERAL

1. (1) When used in this Order each of the following expressions has the meaning assigned to it below:-
- “Carriageway” means that part of the Road over which the public have right of way for the passage of Motor Vehicles and excludes any way over which the public have right of way on foot only;
- “Charge certificate” means the statement that the Penalty charge has been increased in accordance with Regulation 21 of The Civil Enforcement of Parking Contraventions (England) General Regulations 2007;
- “Civil Enforcement Officer” means any officer of the Council who is duly authorised in writing in that behalf (from time to time) by the Council to enforce the provisions of this Order pursuant to Section 76 of the 2004 Act and Section 63A of the 1984 Act;
- “Column” means a Column in a Schedule or Part of a Schedule referred to or last referred to;
- “Cycle Track” has the same meaning as in Section 329 of the Highways Act 1980;
- “Delivering” and or “collecting” in relation to any Goods includes checking the Goods for the purpose of their delivery or collection;
- “Disabled Person” means a person who holds a Disabled Persons’ Badge in accordance with the provisions of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 (No. 682) (and in particular Regulation 4 thereof) or any re-enactment thereto;
- “Disabled Person’s Badge” means a badge issued in accordance with the provisions of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 (as amended) (in particular Regulation 11 and the Schedule thereto) or under regulations having effect in Scotland and Wales under Section 21(1)(b) of the Chronically Sick and Disabled Persons Act 1970 as referred to currently by the Local Authorities Traffic Orders (Exemptions for Disabled) (England) Regulations 2000 (No. 683) or any subsequent further re-enactments thereof;
- “Disabled Person’s Vehicle” means a vehicle driven by a Disabled Person as defined in Regulation 4(2) of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 (No. 682);
- “Goods” shall mean items of any description which cannot easily be carried by one person and do not include Goods that are not pre-ordered, shopping, small fragile Goods or cash or other valuable securities which are being collected or delivered from a bank/building society (except in the case of security company collections);

“Goods Vehicle” means a Motor Vehicle constructed or adapted for the carriage or haulage of Goods or burden of any description (other than the effects of passengers) or a Trailer so constructed or adapted whether or not such Trailer may by superimposition be attached to the Motor Vehicle in such a manner as to cause a substantial part of its weight to be borne by the Motor Vehicle;

“Hackney Carriage” has the same meaning as in section 38 of the Town Police Clauses Act 1847 as referred to in The Local Government (Miscellaneous Provisions) Act 1976 save further that reference to “plying for hire” shall be excluded from this definition; and “Taxi” shall be construed to the extent that these terms are interchangeable;

“Heavy Commercial Vehicle” has the same meaning as in Section 138 of the 1984 Act and which has an operating weight exceeding 7.5 tonnes;

“Heavy Goods Vehicle” means a Goods Vehicle with a maximum gross weight exceeding 7.5 tonnes which is constructed or adapted to carry or haul Goods of any description or which is fitted with a special appliance, plant, machinery or apparatus, such appliance plant machinery or apparatus being included in the weight or, for the purposes of this Order, a ‘Heavy Commercial Vehicle’ as defined in Section 138 of the 1984 Act;

“Higher level contraventions” are as defined in The Civil Enforcement of Parking Contraventions (Guidelines on Levels of Charges) (England) Order 2007 or any amendment or re-enactment thereof; “Junction” means, unless otherwise indicated in this Order, the intersection of the general alignment of the boundaries of two road kerblines or projected kerblines of roads;

“Length” referring to a Road means a length of road described in a Schedule;

“Loading” and/or “Unloading” means when a Motor Vehicle stops to load or unload Goods and “Loaded” and “Unloaded” shall be construed accordingly;

“Loading Bay” means any area of carriageway intended for the waiting of vehicles for so long as may be necessary to enable Goods to be loaded on or unloaded from the vehicle and which is comprised within and indicated by a road marking complying with diagram 1028.4 or 1032 in Schedule 7 to the Traffic Signs Regulations and General Directions 2016

“Lower level contraventions” means all parking contraventions which are not Higher level contraventions as defined in The Civil Enforcement of Parking Contraventions (Guidelines on Levels of Charges) (England) Order 2007 or any amendment or re-enactment thereof;

“Motor Car” shall mean and include any mechanically propelled vehicle not being a Motor Cycle or an Invalid Carriage, which is constructed itself to carry passengers of which the weight unladen does not normally exceed 3500 kilograms subject always to the inclusion of the extended meaning to this term given in Section 136 of the 1984 Act (and whether or not it is being used for business purposes);

“Motor Cycle” and “Invalid Carriage” have the same meanings respectively as in Section 136(4) of the 1984 Act;

“Motor Vehicle” means any class of mechanically propelled vehicle including Motor Cycles, Motor Cars, Goods Vehicles and car derived vans, and shall bear the extended definition given thereto in Sections 136 and 137 of the 1984 Act (but shall not include any Heavy Commercial Vehicle as defined in Section 138 of the 1984 Act) (and whether or not it is being used for business purposes). Where reference is made to vehicle or Motor Vehicle in the Order these terms shall be deemed to have the same meaning and be interchangeable and to be interpreted accordingly;

“Officer” means an Officer of the Council duly authorised for any purpose;

“Owner” in relation to a Motor Vehicle means the person by whom such Motor Vehicle is kept and used;

“Paragraph” means a paragraph of the Article in which the word appears unless otherwise stated;

“Parking Disc” means, in relation to Article 4(2) of this Order, a device which:-

- (i) is 125 millimetres square and coloured blue, if issued on or after 1st April 2000, or orange if issued before that date;
- (ii) has been issued by a local authority and has not ceased to be valid; and
- (ii) is capable of showing the quarter-hour period during which a period of waiting has begun;

“Penalty charge” means a charge set by the Council in accordance with charges set by the Secretary of State under the provisions of Section 77 and Schedule 9 of the 2004 Act and The Civil Enforcement of Parking Contraventions (Guidelines on Levels of Charges) (England) Order 2007 which is to be paid to the Council within 28 days beginning with the date of service endorsed upon the Penalty charge notice in the manner set out in the Penalty charge notice;

“Penalty charge notice” means a notice issued or served by a Civil Enforcement Officer or posted by the Council pursuant to the provisions of Section 78 of the 2004 Act and The Civil Enforcement of Parking Contraventions (England) General Regulations 2007;

“Post Office” and any reference to “post office vehicle” or “postal packets” shall be construed in the context of the Postal Services Act 2000 and the Postal Services Act 2000 (Consequential Modifications to Local Enactments No. 1) Order 2001 (SI No. 2001/648) and shall include therefore references to “universal service providers”, as the context shall require;

“Quarter-hour period” means a period of quarter of an hour starting at any hour or fifteen, thirty or forty-five minutes past the hour which can be shown on the Parking Disc;

“Reduced penalty charge” means a charge set by the Council in accordance with charges set by the Secretary of State under the provisions of Section 77 and Schedule 9 of the 2004 Act and The Civil Enforcement of Parking Contraventions (Guidelines on Levels of Charges) (England) Order 2007 which is to be paid to the Council within 14 days following the date of service endorsed upon the Penalty charge notice in the manner set out in the Penalty charge notice;

“Registered keeper” means:-

- (a) the person whose name appears in the Motor Vehicle registration document or book of the Motor Vehicle in whose name the vehicle is registered, or
- (b) a person who has the permanent use of the Motor Vehicle vested in the name of his employer, or in the case of a leased Motor Vehicle in the name of the leasing company;

“Relevant Position” means:-

- (a) in relation to a Disabled Person’s Badge (in conformity with Regulation 12 of SI 2000 No. 682 referred to above), if
 - (i) the badge is exhibited on the dashboard or fascia of the vehicle, or

- (ii) where the vehicle is not fitted with a dashboard or facia, the badge is exhibited in a conspicuous position on the vehicle,

so that the front of the badge is clearly legible from the outside of the vehicle;

- (b) in relation to a Parking Device or Parking Disc (in conformity with Regulation 4 of the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000 (SI 2000 No. 683)):-

- (a) the disc is exhibited on the dashboard or facia of the vehicle; or

- (ii) where the vehicle does not have a dashboard or facia, the disc is exhibited in a conspicuous position on the vehicle,

so that, when marked to show the quarter-hour period during which a period of waiting began, that period is clearly legible from the outside of the vehicle.

“Road” means the full width of the highway including the carriageway and footway and any other Road to which the public has access and includes bridges over which a Road passes;

“Service” or “Served” in respect of a Penalty charge notice means the forms of service specified in regulations 9 and 10 of The Civil Enforcement of Parking Contraventions (England) General Regulations 2007 or any amendment or re-enactment thereof;

“Secretary of State” means the Secretary of State for Transport;

“Taxi” means a Hackney Carriage in respect of which a licence has been issued pursuant to the provisions of the Town Police Clauses Acts 1847 and 1889 and any private hire vehicle in respect of which a licence has been issued pursuant to the provisions of the Local Government (Miscellaneous Provisions) Act 1976

“the 1984 Act” means the Road Traffic Regulation Act 1984;

“the 2016 Regulations” means the Traffic Signs Regulations and General Directions 2016 (SI 2016/362);

“the 2004 Act” means the Traffic Management Act 2004;

“Verge” means any part of a Road which is not a carriageway, footway or lay-by.

- (2) Except where otherwise stated, any reference in this Order to a numbered Article is a reference to the Article bearing that number in this Order, and any reference in this Order to a Schedule is a reference to a Schedule bearing that number in this Order.

- 2. For the purposes of this Order any reference to a length of Road shall be construed as a reference to the length specified in Column 4 of Schedule 1 to this Order of the side or sides of Road specified in respect of that length in Column 3 thereof in relation to the Road named in respect of that side or those sides in Column 2 of that Schedule.

PART II

PROHIBITION AND RESTRICTION OF WAITING

- 3. Save as provided in Articles 4 to 5 of this Order no person shall, except upon the direction or with the permission of a Civil Enforcement Officer, cause or permit any Motor Vehicle to wait at any time in any length of Road specified in Schedule 1 to this Order.

Exemptions

4. Nothing in Article 3 of this Order shall render it unlawful to cause or permit any Motor Vehicle to wait in any of the lengths of Road to which those Articles apply for so long as may be necessary to enable:-
- (a) a person to board or alight from the Motor Vehicle;
 - (b) Goods to be Loaded on or Unloaded from the Motor Vehicle; or
 - (c) the Motor Vehicle if it cannot conveniently be used for such purposes in any other Road to be used in connection with any of the following operations:-
 - (i) building, industrial or demolition operations;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of any length of Road specified in the said Schedule;
 - (iv) the laying, erection, alteration or repair, in or in land adjacent to, any length of Road specified in the said Schedule of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications apparatus as defined in the Telecommunications Act 1984; or
 - (v) the delivery or collection of postal packets as defined in Section 87 of the Post Office Act 1953 at or from premises fronting any length of road specified in the said Schedule.
 - (d) the Motor Vehicle if it cannot conveniently be used for such purpose in any other Road to be used in the service of a local authority or a water authority for the purpose of the performance of the statutory functions of such authority;
 - (e) the Motor Vehicle to take in petrol, oil, water or air from any garage situated on or adjacent to any length of Road specified in the said Schedules;
 - (f) the Motor Vehicle to wait at or near to any premises situated on or adjacent to any length of Road specified in the said Schedules for so long as is reasonably necessary to or enable the vehicle to be used for or in connection with the purposes of any wedding or funeral taking or to take place from or at any such premises,
 - (g) the Motor Vehicle to be used for Fire Brigade, Ambulance or Police purposes.
 - (i) the Motor Vehicle to be Loaded or Unloaded whilst actually in use in connection with the removal of furniture from one office or dwelling-house to another, or the removal of furniture from such premises to a depository or to such premises from a depository
5. Nothing in Article 3 of this Order shall render it unlawful to cause or permit a Disabled Person's Vehicle which displays in the Relevant Position a Disabled Person's Badge and a Parking Disc (on which the Driver or other person in charge of the Motor Vehicle has marked the time at which the period of waiting began) to wait in any length of Road referred to in that

Article during the hours prescribed in that Article for a period not exceeding three hours (not being a period separated by an interval of less than one hour from a previous period of waiting by the same Motor Vehicle in the same length of Road on the same day) to wait in the lengths of Road referred to in the said Articles without any limitation on time.

PART III

AUTHORISATION AND USE OF DISABLED PARKING PLACE

6. That part of the Road specified in Schedule 2 to this Order is authorized to be used, twenty four hours a day, subject to Articles 6 and 9 to 12 to this Order as a Parking Place for a Disabled Person's Vehicle which displays a Disabled Person's Badge in the Relevant Position, such lengths of Road being designated as Disabled Person's Parking Bays.
7. For the avoidance of doubt, the Driver of a Motor Vehicle shall not permit it to wait in any Parking Place specified in Schedule 2 unless the Motor Vehicle is;
 - (a) a Disabled Person's Vehicle which displays in the Relevant Position a Disabled Person's Badge; and
 - (b) positioned wholly within the limits of the Parking Place as indicated by the markings on the Carriageway, and no part of it, whilst so parked, projects over, on to or straddles any marking placed within that Parking Place.

Exemptions

8. (1) Nothing in Article 67 to 8 of this Order shall restrict the power of the Council for preventing obstruction of the Road by Order on the occasion of any public procession rejoicing or illumination or where the Road is thronged or liable to be obstructed to suspend the Parking Places specified in Schedule 2.
- (2) Nothing in Article 6 of this order shall render it unlawful for a Motor Vehicle to wait on the lengths of Road or sides of Road specified therein:-
 - (a) if it being used for Police, Fire Brigade or Ambulance purposes;
 - (b) if its being used by statutory undertakers or their contractors in connection with any building operation or demolition, the maintenance, improvement or construction of the Parking Place or the laying, erection, alteration or repair in or near the Parking Place of any sewer or of any main pipe or apparatus for the supply of gas, water or electricity or of any telecommunications apparatus as defined in Schedule 2 to the Telecommunications Act 1984.
 - (c) waiting owing to the Driver being prevented from proceeding by circumstances beyond his control or to such waiting being necessary in order to avoid accidents;
 - (d) if it is being used in the service of a local authority or water authority which is being used in pursuance of statutory powers or duties;
 - (e) waiting to enable it to be used in connection with the removal of any obstruction to traffic;
9. A Driver of a Motor Vehicle shall not use any Parking Place specified in Schedule 2;-
 - (a) so as to unreasonably prevent access to any premises adjoining the Road, or the use of the Road by other persons, or so as to be a nuisance; or

- (b) when for preventing obstruction of the Roads, the Council shall by Order made on the occasion of any public procession, rejoicing or illumination or where the Roads are thronged or liable to be obstructed have suspended any Parking Places and have exhibited notice of such suspension on or near the Parking Place.
10. The Driver of a Motor Vehicle using a Parking Place on any of the lengths of Road specified in Schedule 2 shall stop the engine as soon as the Motor Vehicle is in position in the Parking Place and the engine shall not be started except when the position of the Motor Vehicle in the Parking Place is about to be changed or the Motor Vehicle is about to depart from the Parking Place.
11. No Motor Vehicle shall be used while it is in a Parking Place in the connection with the sale of any Article to persons in or near the Parking Place or in connection with the selling or offering for hire of the skill or services of any person.

PART IV
PROHIBITION OF LOADING AND UNLOADING

12. Save as provided in Article 14 of this Order no person shall except upon the direction or with the permission of a Police Constable in uniform, or of a Civil Enforcement Officer, cause or permit any Motor Vehicle to wait between the hours of 7.30am to 9.30am and 4.00pm to 6.00pm on any day in any length of Road specified in Schedule 3 for the purpose of Loading or Unloading.

Exemptions

13. Nothing in Article 13 of this Order shall render it unlawful to cause or permit any Motor Vehicle to wait in any of the lengths of Road to which those Articles apply if it is necessary to do so to enable:-
- (i) the Motor Vehicle if it cannot conveniently be used for such purposes in any other Road to be used in connection with any of the following operations:-
- building, industrial or demolition operations;
 - the removal of any obstruction to traffic;
 - the maintenance, improvement or reconstruction of any length of Road specified in Schedule 3; or
 - the laying, erection, alteration or repair, in or in land adjacent to, any length of Road specified in Schedule 3 of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications apparatus as defined in the Telecommunications Act 1984.
- (ii) the Motor Vehicle if it cannot conveniently be used for such purpose in any other Road to be used in the service of a local authority or a water authority for the purpose of the performance of the statutory functions of such authority;
- (iii) the Motor Vehicle to take in petrol, oil, water or air from any garage situated on or adjacent to any length of Road specified in Schedule 3;
- (iv) the Motor Vehicle to wait at or near to any premises situated on or adjacent to any of Road length specified in Schedule 3 for so long as is reasonably necessary to enable the Motor Vehicle to be used for or in connection with the purposes of any wedding or funeral taking or to take place from or at any such premises;

- (v) the Motor Vehicle to be used for Fire Brigade, Ambulance or Police purposes.

PART V
AUTHORISATION AND USE OF PARKING PLACES FOR THE
LOADING AND UNLOADING OF GOODS

14. That part of the Road specified in Schedule 4 is authorised to be used between the hours of 8.00am to 6.00pm on any day, subject to Articles 19 to 23 of this Order as a Parking Place for Motor Vehicles, for the purpose of enabling Goods to be Loaded onto or Unloaded from a Motor Vehicle, such lengths of Road being designated as Loading Bays.
15. For the avoidance of doubt, the Driver of a Motor Vehicle shall not permit it to wait in any Parking Place specified in Schedule 4 to this Order unless the Motor Vehicle is;
- (vi) of the specified class; and
- (vii) positioned wholly within the limits of the Parking Place as indicated by the markings on the carriageway, and no part of it, whilst so parked, projects over, on to or straddles any marking placed within that Parking Place.
16. The Driver of a Motor Vehicle shall not permit it to wait in any Parking Place specified in Schedule 4 for longer than may be necessary for Goods to be Loaded onto or unloaded from the Motor Vehicle to or from any premises located adjacent to or on the length of road on which the Loading Bay is situated.

Exemptions

17. (1) Nothing in Articles 16 to 17 of this Order shall restrict the power of the Council for preventing obstruction of the Roads by Order on the occasion of any public procession, rejoicing or illumination, or where the Roads are thronged or liable to be obstructed to suspend any of the Parking Places specified in Schedule 4.
- (2) Nothing in Articles 16 to 17 of this Order shall render it unlawful for a Motor Vehicle to wait on the lengths of Road or sides of Road specified therein:-
- (a) if it being used for Police, Fire Brigade or Ambulance purposes;
- (b) if its being used by statutory undertakers or their contractors in connection with any building operation or demolition, the maintenance, improvement or construction of the Parking Place or the laying, erection, alteration or repair in or near the Parking Place of any sewer or of any main pipe or apparatus for the supply of gas, water or electricity or of any telecommunications apparatus as defined in Schedule 2 to the Telecommunications Act 1984.
- (c) waiting owing to the Driver being prevented from proceeding by circumstances beyond his control or to such waiting being necessary in order to avoid accidents;
- (d) if it is being used in the service of a local authority or water authority which is being used in pursuance of statutory powers or duties; or
- (e) waiting to enable it to be used in connection with the removal of any obstruction to traffic.
18. The Driver of a Motor Vehicle using a Parking Place on any of the lengths of Road specified in Schedule 4 to this Order shall stop the engine as soon as the Motor Vehicle is in position in the Parking Place and the engine shall not be started except when the position of the Motor Vehicle

in the Parking Place is about to be changed or the Motor Vehicle is about to depart from the Parking Place.

19. No Motor Vehicle shall be used while it is in a Parking Place in the connection with the sale of any Article to persons in or near the Parking.

PART VI
AUTHORISATION AND USE OF PARKING PLACES

On-Street Pay and Display Parking

20. (a) Each of the lengths of Road or sides of Road as specified in Column 2 of Schedule 5 are authorised to be used for Motor Vehicles of the classes specified in Column 3 of Schedule 5 in such positions as are specified in Column 2 on such days and during such charging hours as are specified in Column 5 of Schedule 5 for such maximum periods as are specified in Column 4 of Schedule 5 and shall be an Authorised Parking Place.
- (b) Where the Motor Vehicle has left any Authorised Parking Place in any of the lengths of Road specified in Schedule 5 after waiting thereon, the Driver thereof shall not within 2 hours after its leaving that Authorised Parking Place permit it to wait again in any Authorised Parking Place in any of the lengths of Road specified in Schedule 5.
- (c) Each parking place may be used subject to the provisions of this Order for the leaving of any Motor vehicle which by reference to its size can be accommodated wholly within the limits of the parking place and so that no part of the vehicle overhangs the footway and it does not obstruct the premises adjacent to the side of the road on which the vehicle is standing.
- (d) The Driver of a Motor Vehicle shall not permit it to wait in any Parking Place on any of the lengths of Road specified in Schedule 5 unless it is of the class of Motor Vehicle and in such a position as specified in Columns 2 and 3 of Schedule 5.

PART VII
PENALTY CHARGE AND PAYMENT

21. Where a Motor Vehicle:-
- (a) waits, parks or is left on a Road in contravention of the foregoing provisions of this Order or otherwise contravenes or fails to comply with the provisions of this Order, insofar as it relates to a Motor Vehicle waiting, parking or being left on a Road; or
- (b) waits, parks or is left on a Road in contravention of any other Traffic Regulation Order the provisions of which are not consolidated into this Order or fails to comply with the provisions of any such Order insofar as it relates to a vehicle waiting, parking or being left on a Road; or
- (c) parks in contravention of the provisions of Sections 19 or 21 of the Road Traffic Act 1988 (prohibition of parking of HGVs on Verges, central reservations and footways and driving or parking on Cycle Tracks),

a Penalty charge shall be payable by the Owner for each day of the said contravention or non-compliance.

22. The Penalty charge or Reduced penalty charge shall be in the sum of the following amounts:-
- (a) The Penalty charge - Band 2 as set out in Section 1 of The Civil Enforcement of Parking Contraventions (Guidelines on Levels of Charges) (England) Order 2007 subject to payment being received by the Council as provided in Article 26 within 28 days beginning with the date of service of the Penalty charge notice.
 - (b) The Reduced penalty charge – a 50 per cent reduction of the Penalty charge subject to payment being received by the Council as provided in Article 26 within 14 days beginning with the date of service of the Penalty charge notice.
 - (c) On the issue of a Charge certificate in accordance with the provisions of Regulation 21 of The Civil Enforcement of Parking Contraventions (England) General Regulations 2007 to the effect that the Penalty charge in question is increased by 50 per cent.
23. Service of a Penalty charge notice or Charge certificate by post is deemed effective on the second working day after the day of posting.
24. In the case of a Motor Vehicle in respect of which a Penalty charge is payable under Article 23 a Penalty charge notice, which shall comply with the requirements Regulation 9 and the Schedule to The Civil Enforcement of Parking Contraventions (England) General Regulations 2007, may be issued by a Civil Enforcement Officer and may accordingly be affixed to the Motor Vehicle in a conspicuous position or given to the person appearing to be in charge of the vehicle.
25. In the case of a Motor Vehicle in respect of which a Penalty charge is payable under Article 23 a Penalty charge notice, which shall comply with the requirements of Regulation 10 and the Schedule to The Civil Enforcement of Parking Contraventions (England) General Regulations 2007, may be issued by post by the Council if the Owner of the vehicle drives the vehicle away before the Civil Enforcement Officer has issued a Penalty charge notice or the Civil Enforcement Officer has been prevented from issuing a Penalty charge notice.
26. Payment of the Penalty charge to the Council shall be paid by electronic transfer, cash or by credit card or debit card, cheque or postal order in each case crossed and made payable to Harrogate Borough Council which shall be delivered or sent by post so as to reach the relevant Department/ Office of the Council as stated on the Penalty charge notice not later than 4:30pm, within 28 days beginning with the date of service of the Penalty charge notice, but should the said Council Department/Office be closed on that day, the period for receiving payment may be extended until 4:30pm on the next full working day. Payment may also be made in person or by phone as detailed on the Penalty charge notice.
27. Payment of the Reduced penalty charge to the Council shall be paid by electronic transfer, cash or by credit card or debit card, cheque or postal order in each case crossed and made payable to Harrogate Borough Council which shall be delivered or sent by post so as to reach the relevant Department/Office of the Council as stated on the Penalty charge notice not later than 4:30pm, within 14 days beginning with the date of service of the Penalty charge notice, but should the said Council Department/Office be closed on that day, the period for receiving payment may be extended until 4:30pm on the next full working day. Payment may also be made in person or by phone as detailed on the Penalty charge notice.
28. The particulars given in the Penalty charge notice attached to a vehicle, given to the person appearing to be in charge of the vehicle or issued by post by the Council in accordance with Articles 22 - 28 shall be treated as evidence in any proceedings relating to failure to pay such Penalty charge.

PART VIII
REVOCATION OF EXISTING ORDERS

29. The Traffic Regulation Orders specified in Column 1 of Schedule 6 to this Order are hereby revoked to the extent specified in Column 2 of that Schedule, and to the extent that the provisions of this Order are inconsistent with, or incompatible with, the provisions of any other Order, Byelaws or enactment relating to traffic regulation in Harrogate, Knaresborough, Pannal and Burn Bridge area

not specifically referred to in Schedule 6, the provisions of this Order shall prevail for all purposes.

PART IX
OPERATION OF THE ORDER

30. The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any Order or regulations made or having effect as if made under the Act or by or under any other enactment.
31. This Order shall come into operation on *[insert date of operation]* and may be cited as "The North Yorkshire Council (Prohibition of Waiting and Loading and Provision of Parking) (Various Roads, Harrogate) (Amendment No ##) IOrder 2024"

SCHEDULE 1

WAITING PROHIBITED AT ALL TIMES WITH EXEMPTIONS

Column 1 Item	Column 2 Road	Column 3 Side	Column 4 Length
1.	Station Parade, Harrogate	South East	From its junction with Bower Road to a point 14 metres south-west of its junction with Bower Road
2.	Station Parade, Harrogate	South East	From a point 29.5 metres south-west of its junction with Bower Road to a point 42 metres south-west of its junction with Bower Road
3.	Station Parade, Harrogate	South East	From a point 47 metres south-west of its junction with Bower Road to a point 73 metres south-west of its junction with Bower Road
4.	Station Parade, Harrogate	South East	From a point 78 metres south-west of its junction with Bower Road to a point 97.5 metres south-west of its junction with Bower Road
5.	Station Parade, Harrogate	East	From a point 12 metres south of its junction with Station Bridge to a point 20 metres south of its junction with Station Bridge
6.	Station Parade, Harrogate	North West	From a point 39 metres south-west of its junction with Bower Road to a point 41 metres south-west of its junction with Bower Road

7.	Station Parade, Harrogate	North West	From a point 59 metres south-west of its junction with Bower Road to a point 69 metres south-west of its junction with Bower Road
8.	Station Parade, Harrogate	West	From a point 12 metres south of its junction with Cheltenham Parade to a point 75 metres south of its junction with Cheltenham Parade
9.	Station Parade, Harrogate	West	From a point 92 metres south of its junction with Cheltenham Parade to a point 118 metres south of its junction with Cheltenham Parade
10.	Station Parade, Harrogate	West	From a point 200 metres south of its junction with Cheltenham Parade to a point 7.5 metres south of its junction with Raglan Street
11.	Station Parade, Harrogate	West	From a point 31 metres south of its junction with Raglan Street to its junction with Victoria Avenue
12.	Petergate to Station Parade, Harrogate	Both	In its entire length
13.	Road rear of James Street and Princes Street, Harrogate	Both	From its Junction with Princes Street to a Point 85 metres east of its junction with Princes Street
14.	Road rear of James Street and Princes Street, Harrogate	Both	In its entire length from its junction east of John Street

SCHEDULE 2

WAITING PROHIBITED AT ANY TIME EXCEPT FOR DISABLED BADGE HOLDERS

Column 1 Item	Column 2 Road	Column 3 Side	Column 4 Length
1.	Station Parade, Harrogate	North West	From a point 16 metres south-west of its junction with Bower Road to a point 25 metres south-west of its junction with Bower Road
2.	Station Parade, Harrogate	North West	From a point 41 metres south of its junction with Bower Road to a point 50 metres south of its junction with Bower Road
3.	Station Parade, Harrogate	West	From a point 7.5 metres south of its junction with Raglan Street to a point 14 metres south of its junction with Raglan Street

SCHEDULE 3

LOADING AND UNLOADING PROHIBITED 7:30am to 9:30am and 4pm to 6pm

Column 1 Item	Column 2 Road	Column 3 Side	Column 4 Length
1.	Station Parade, Harrogate	North West	From its junction with Cheltenham Parade to a point 75 metres south of its junction with Cheltenham Parade.
2.	Station Parade, Harrogate	South East	A point 92 metres south of its junction with Cheltenham Parade to a point 102 metres south of its junction with Cheltenham Parade

SCHEDULE 4

AUTHORISED PARKING PLACES BETWEEN THE HOURS OF 8AM TO 6PM FOR THE LOADING AND UNLOADING OF GOODS

Column 1 Item	Column 2 Road	Column 3 Side	Column 4 Length
1.	Station Parade, Harrogate	West	From a point 69 metres south of its junction with Bower Road to a point 83 metres south of its junction with Bower Road
2.	Station Parade, Harrogate	South East	From a point 14 metres south of its junction with Bower Road to a point 29.5 metres south of its junction with Bower Road

SCHEDULE 5

ON STREET PAY & DISPLAY PARKING

Column 1 Item No.	Column 2 Part of road authorised to be used as street parking place	Column 3 Class of vehicles permitted to use parking place	Column 4 Maximum permitted stay time	Column 5 Charging hours	Column 6 Tariff zone/Permit Holders/Season Ticket arrangements
1.	Station Parade, Harrogate: The north west side from a point 26 metres south of its junction with Bower Road to a point 36 metres south of its junction with Bower Road	Motor Cars, Motor Cycles, Invalid Carriages and other Motor Vehicles of an unladen weight not exceeding 3500kgs	Three hours during charging hours. No return within 2 hours.	Mondays to Saturday 8.00am to 6.00pm. Sundays 10.00am to 6pm	Central 2

2.	Station Parade, Harrogate: The north west side from a point 49.5 metres south of its junction with Bower Road to a point 55.5 metres south of its junction with Bower Road	Motor Cars, Motor Cycles, Invalid Carriages and other Motor Vehicles of an unladen weight not exceeding 3500kgs	Three hours during charging hours. No return within 2 hours.	Mondays to Saturday 8.00am to 6.00pm. Sundays 10.00am to 6pm	Central 2
3.	Station Parade, Harrogate: The west side from a point 10 metres south of its junction with Raglan Street to a point 31 metres south of Raglan Street	Motor Cars, Motor Cycles, Invalid Carriages and other Motor Vehicles of an unladen weight not exceeding 3500kgs	Three hours during charging hours. No return within 2 hours.	Mondays to Saturday 8.00am to 6.00pm. Sundays 10.00am to 6pm	Central 1
4.	Station Parade, Harrogate: The east side from a point 32 metres south of its junction with Station Bridge to a point 56 metres south of Station Bridge	Motor Cars, Motor Cycles, Invalid Carriages and other Motor Vehicles of an unladen weight not exceeding 3500kgs	Three hours during charging hours. No return within 2 hours.	Mondays to Saturday 8.00am to 6.00pm. Sundays 10.00am to 6pm	Central 1

SCHEDULE 6

REVOCATIONS

Column 1 Title of Order	Column 2 Extent of Revocation
North Yorkshire County Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No.16) Order 2013	In so far as it relates to Schedule 1 (Waiting prohibited at all times with exemptions), Station Parade; <ul style="list-style-type: none"> • Item 2217 Back James Street: <ul style="list-style-type: none"> • Item 213 • Item 214 • Item 215
	In so far as it relates to Schedule 25 (Waiting prohibited at any time except for disabled badge holders), Station Parade; <ul style="list-style-type: none"> • Item 36 • Item 37
	In so far as it relates to Schedule 30 (Authorised parking place for the loading and unloading of goods), Station Parade; <ul style="list-style-type: none"> • Item 9
	In so far as it relates to Schedule 31 (Authorised parking places between the hours of 8am and 6pm for the loading and unloading of goods), Station Parade; <ul style="list-style-type: none"> • Items 16 and 17
North Yorkshire County Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No 23) Order 2016	In so far as it relates to Schedule 1 (On street pay & display parking), Station Parade; <ul style="list-style-type: none"> • Items 109, 110, 111, 112, 113 and 114

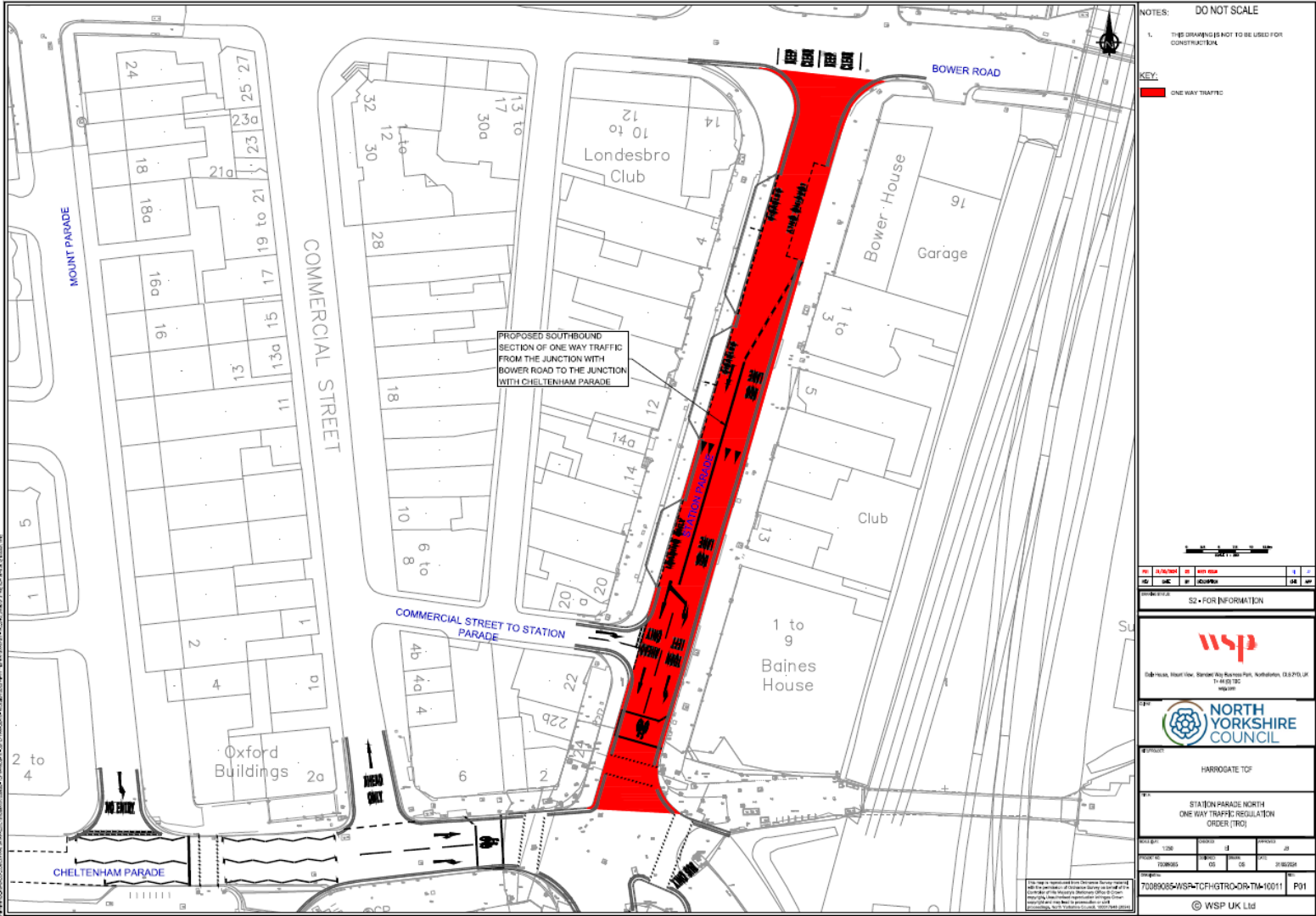
THE COMMON SEAL of NORTH)
YORKSHIRE COUNCIL was hereunto)
 affixed this day of)
 2024 in the presence of:-)

Proposed TRO Locations

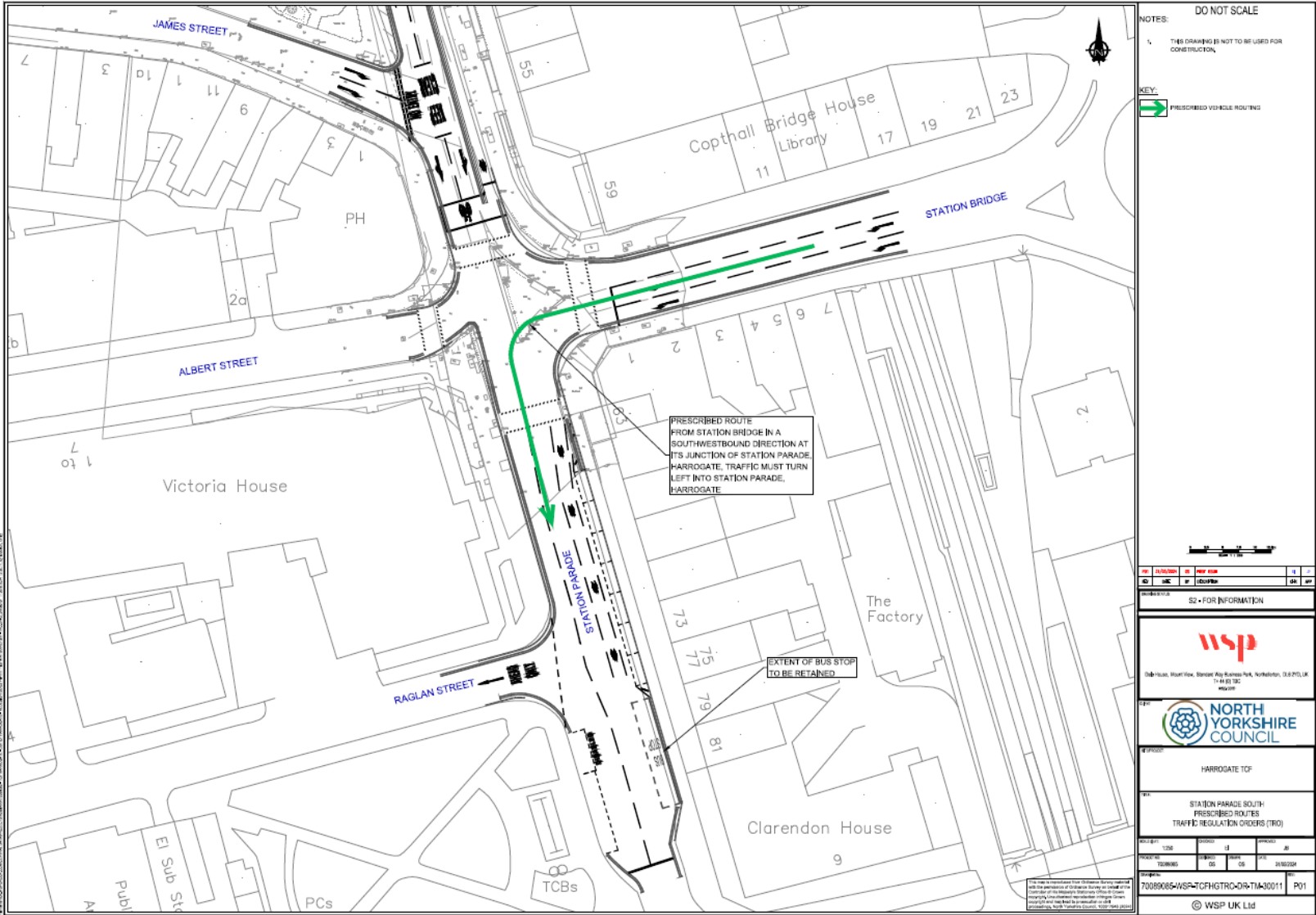
Station Parade North - bus lanes



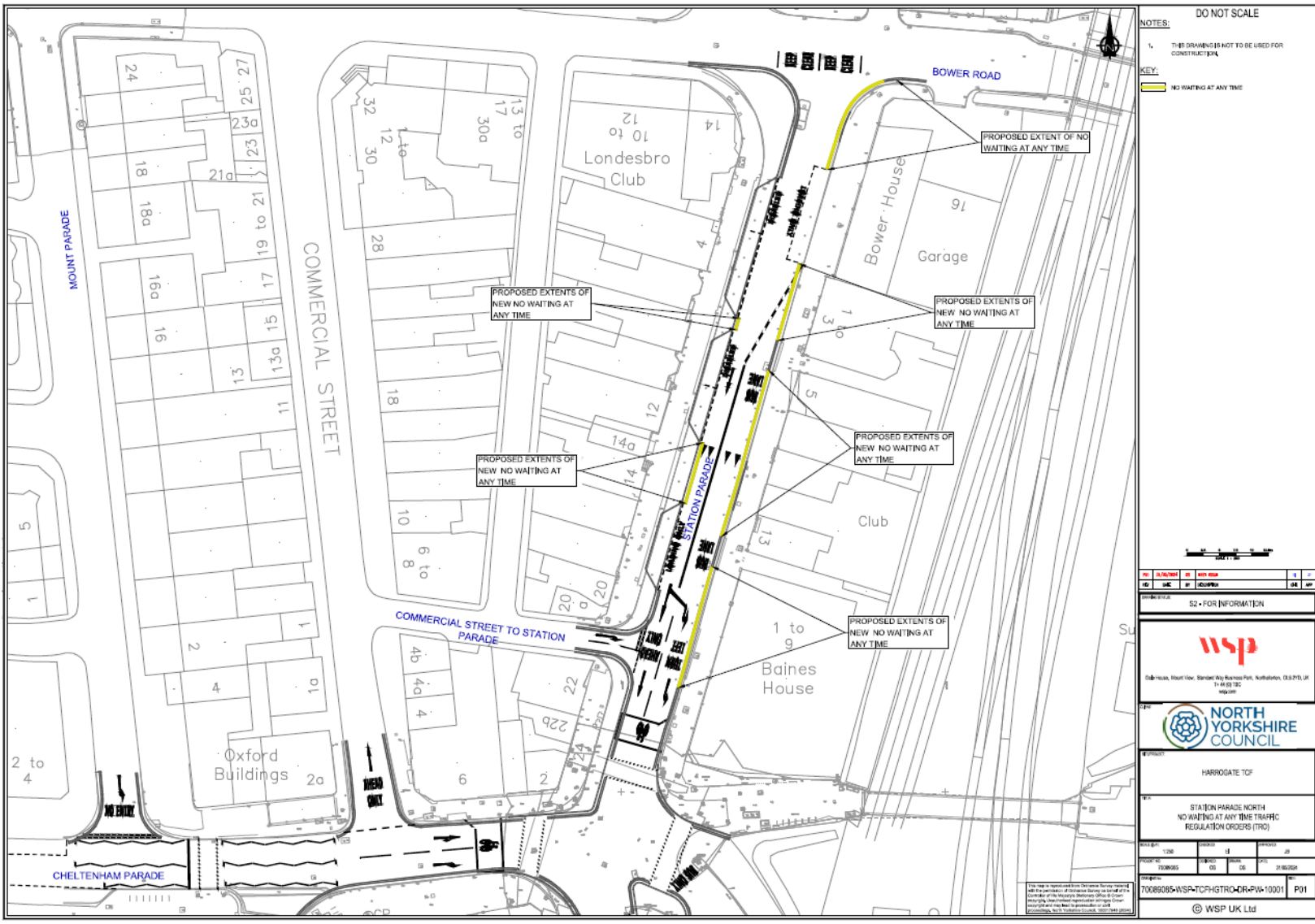
Station Parade North - one way traffic regulation order



Station Parade South - prescribed routes




Station Parade North - No waiting at anytime




NO	REVISED	BY	DATE
01			
02			

S2 - FOR INFORMATION



Subsidiary, Harrogate, Harrogate City Business Park, Northallerton, DL21 7JL, UK
T: 01430 252 464



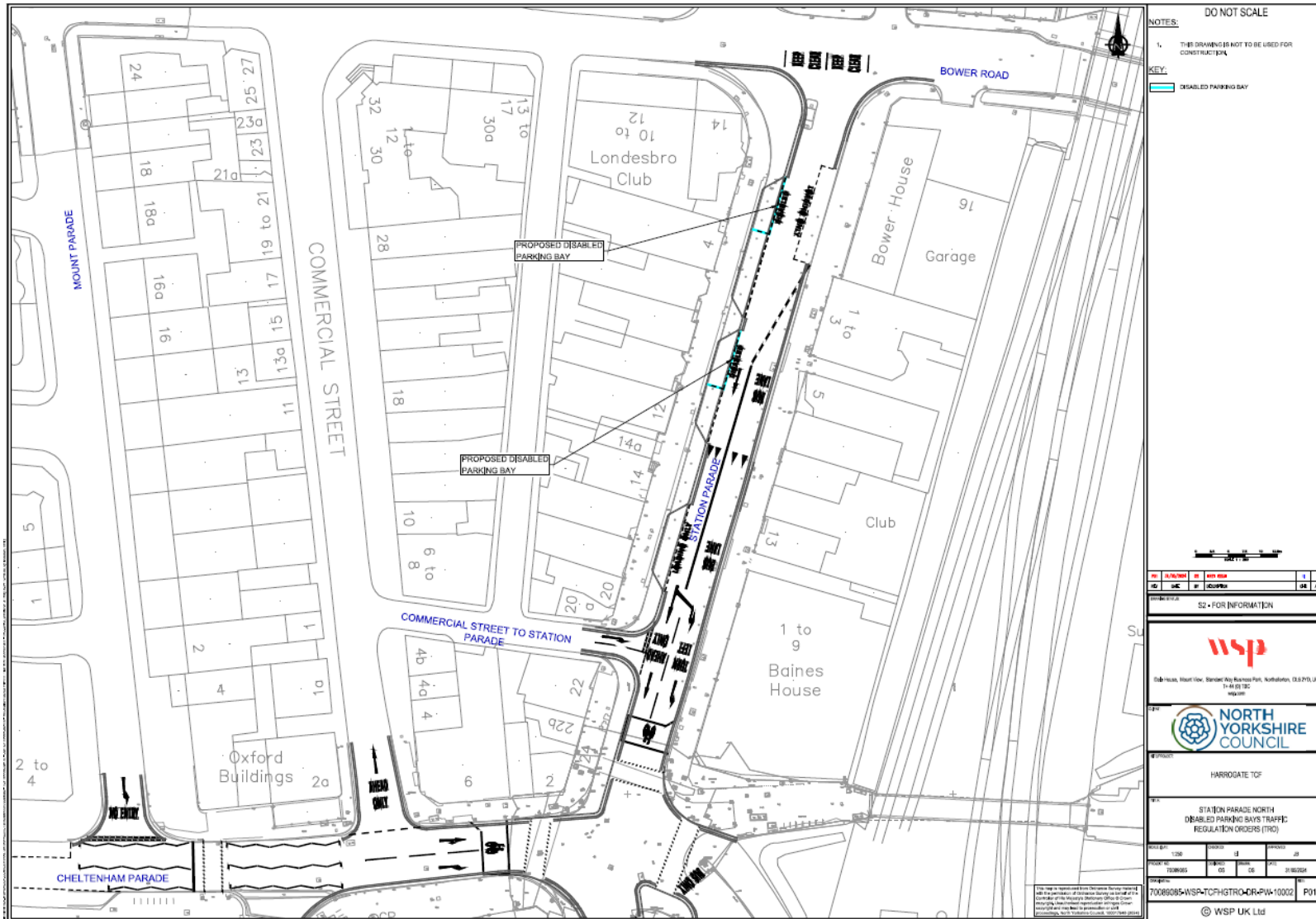
HARROGATE TCF

STATION PARADE NORTH
NO WAITING AT ANY TIME TRAFFIC
REGULATION ORDERS (TRO)

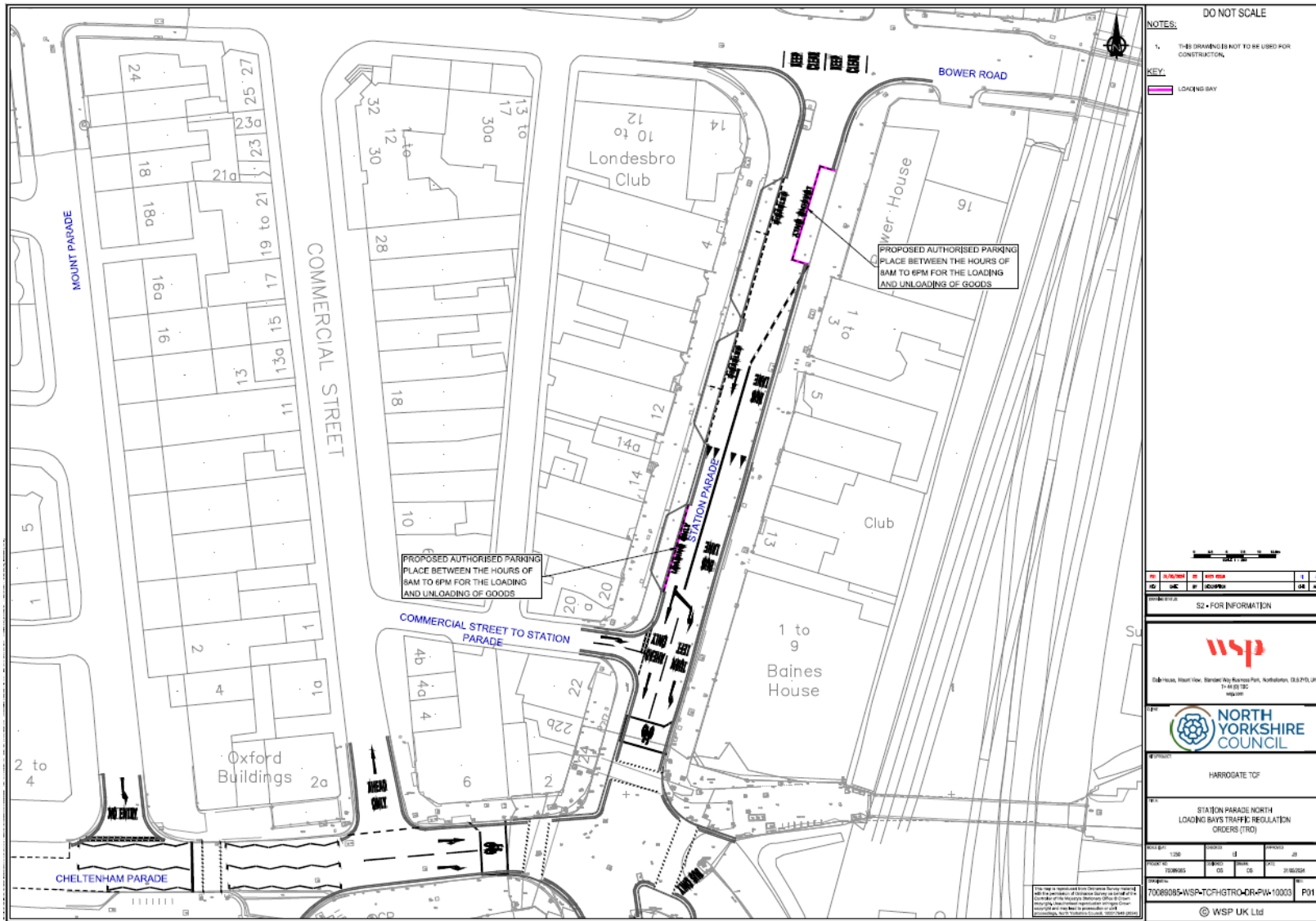
DATE:	1/20	ISSUE:	1/1	PROJECT:	JR
PROJECT:	T08005	DATE:	28	BY:	21/08/2018

7008005-WSP-TCF-HSTR-DR-PW-10001 P01
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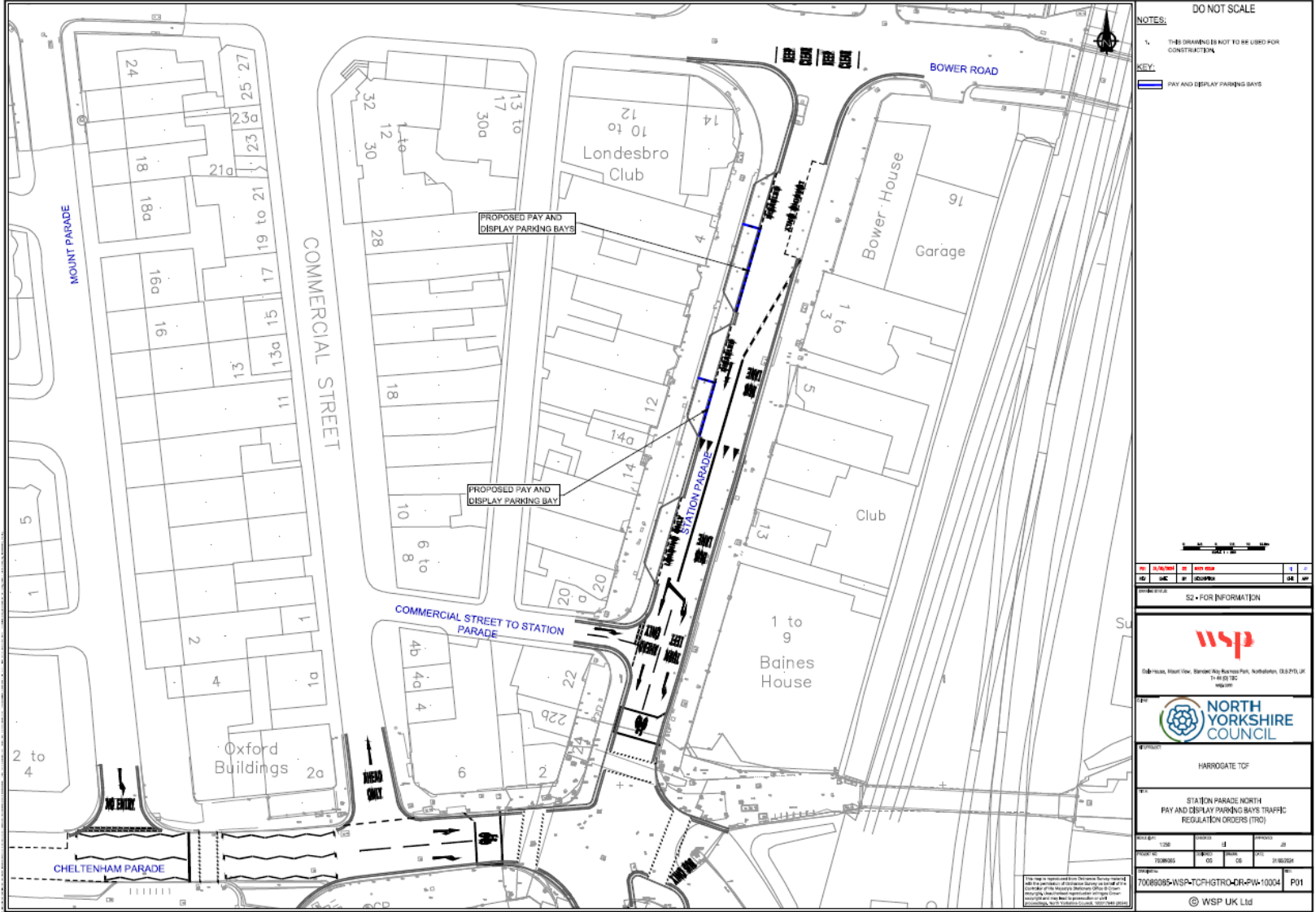
Station Parade North - disabled parking bays



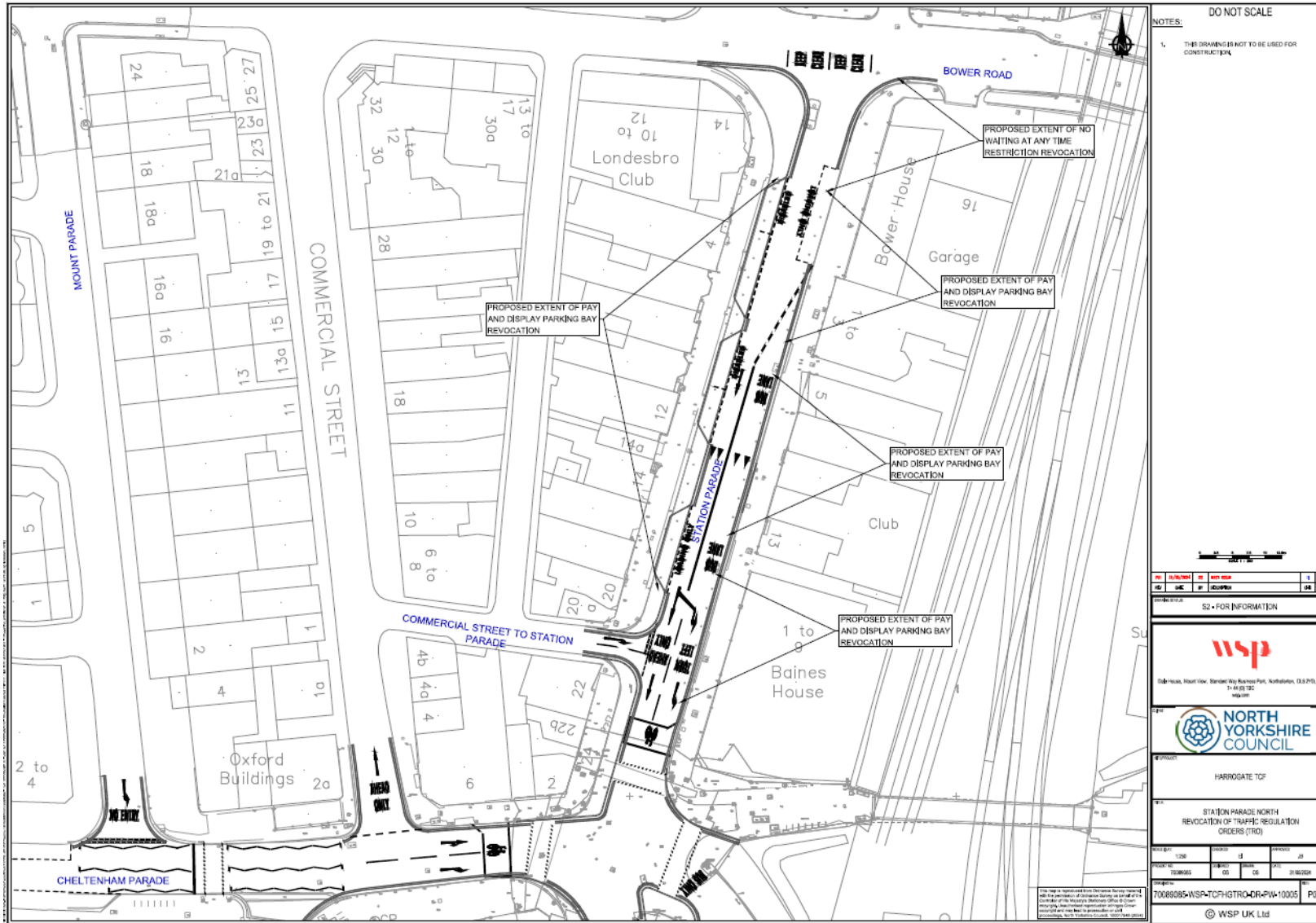
Station Parade North - loading bays (note: loading bay to north-east not recommended for implementation)



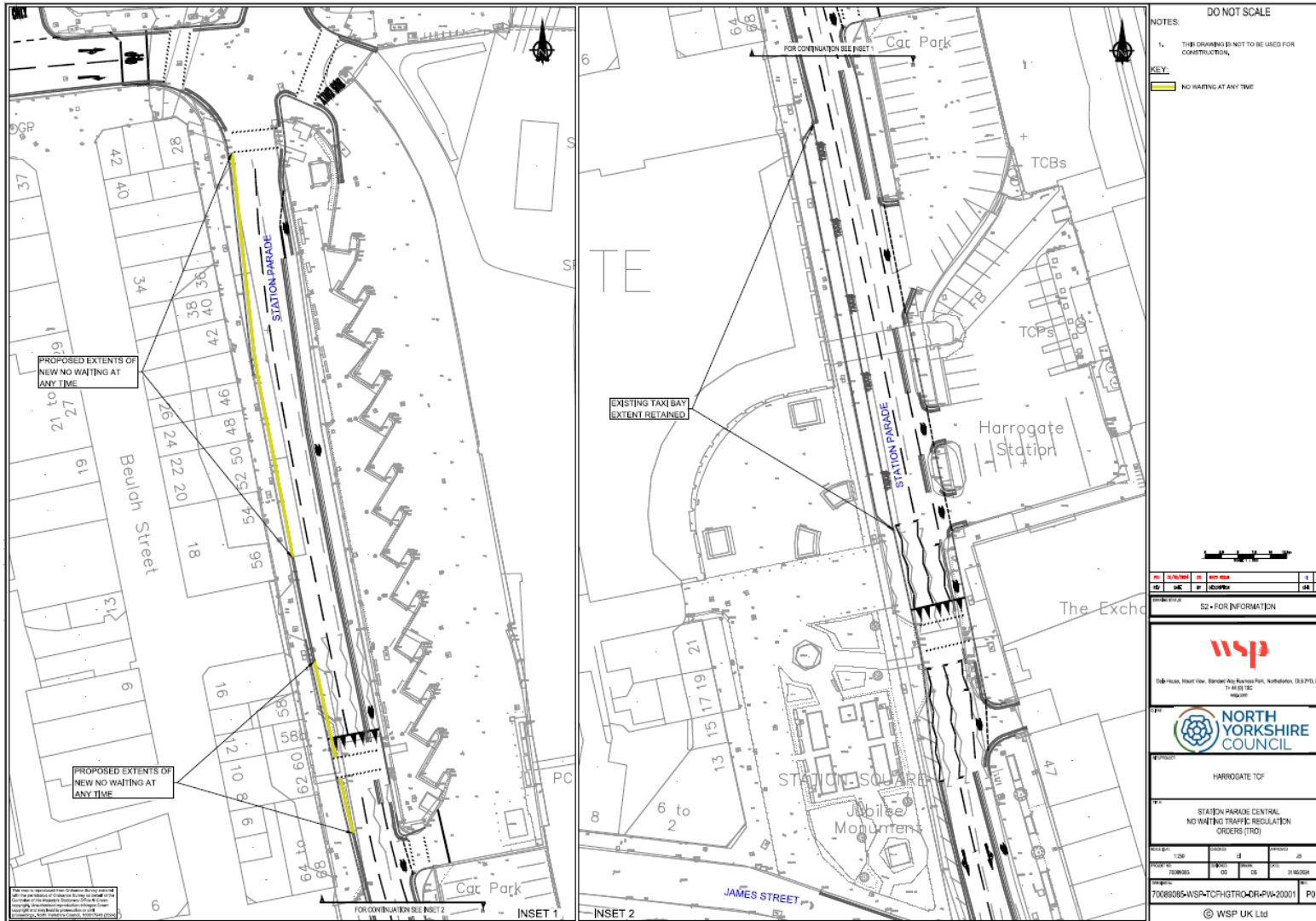
Station Parade North - pay and display parking



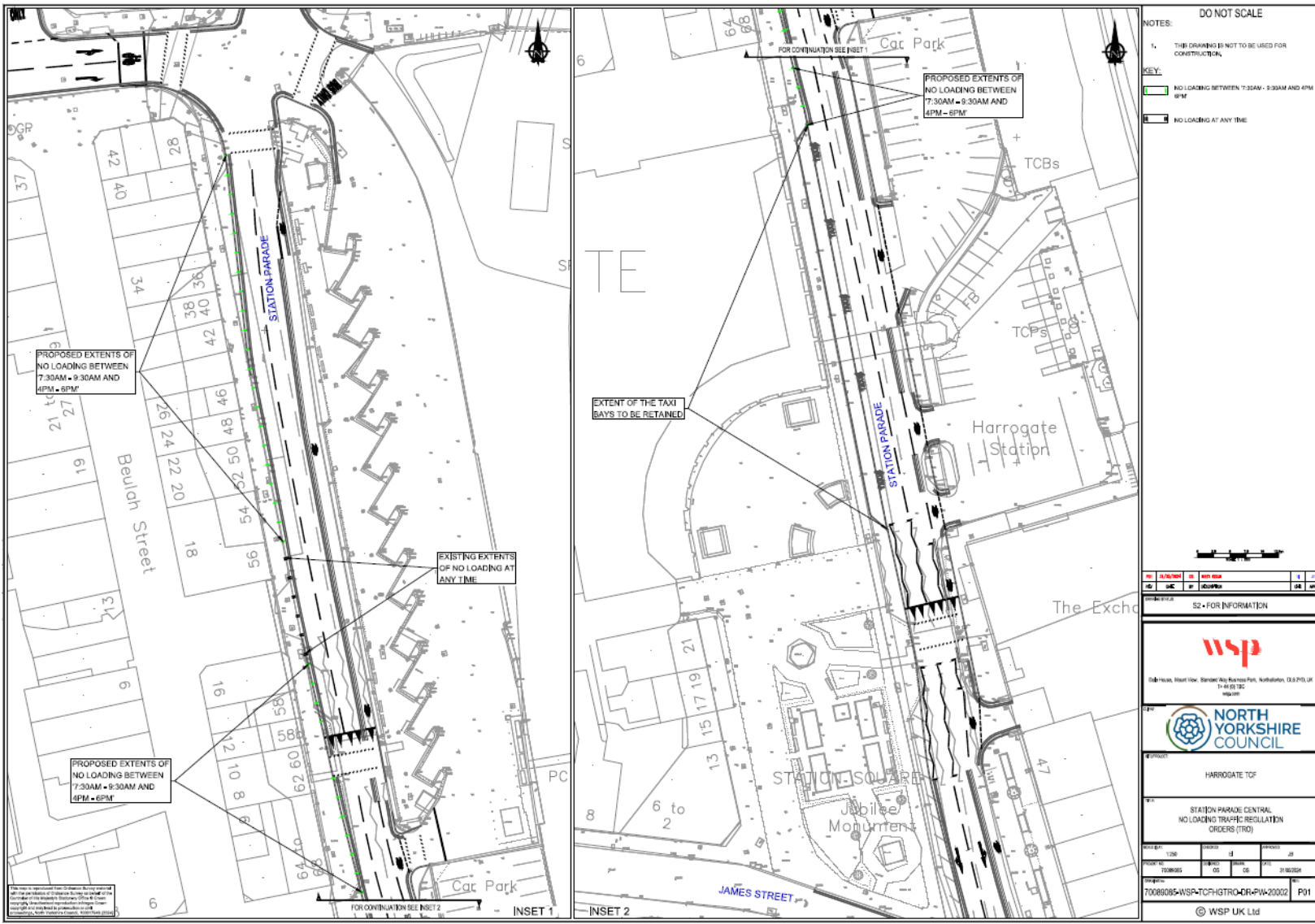
Station Parade North - revocation of traffic regulation orders



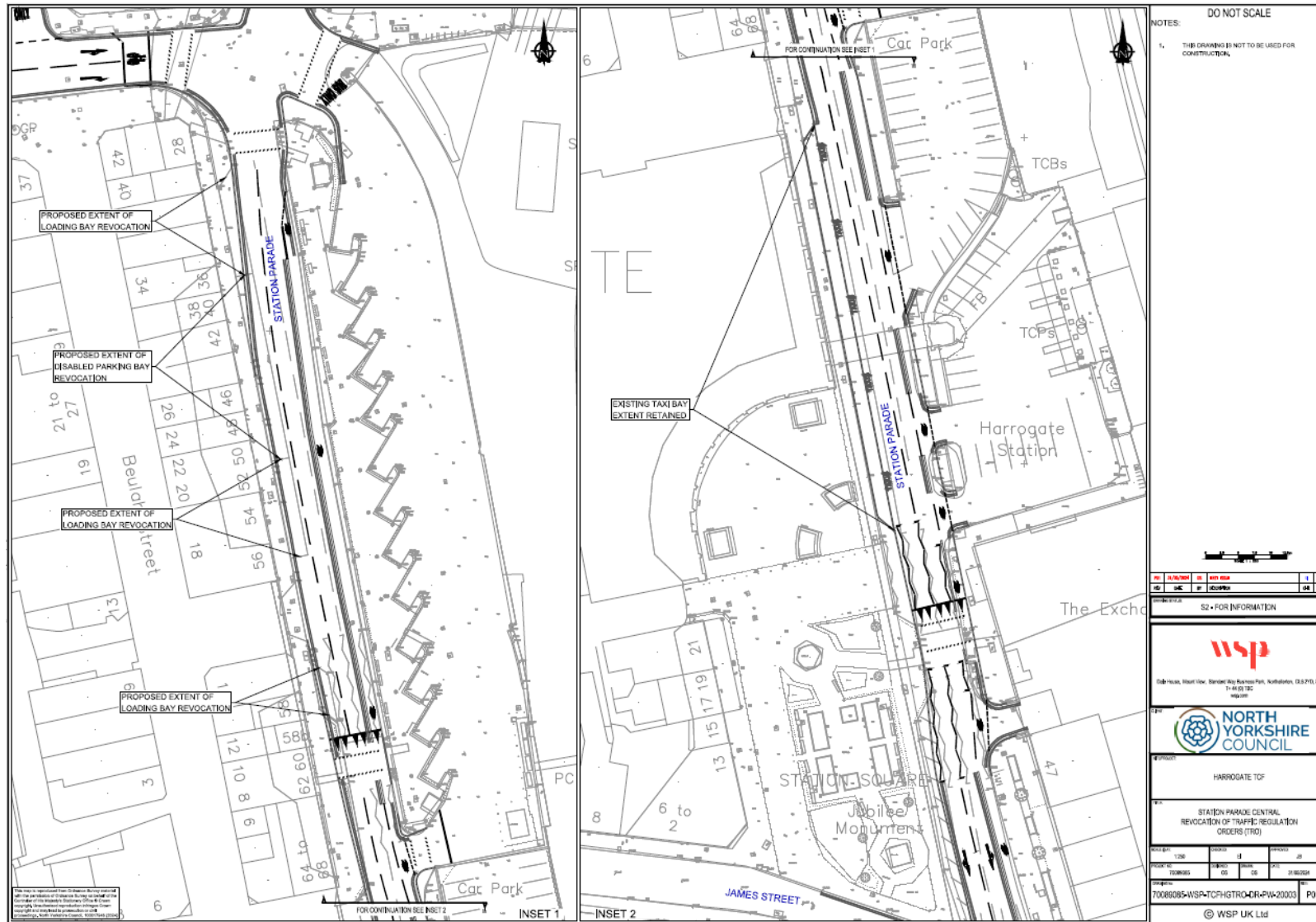
Station Parade Central - no parking - Harrogate TCF



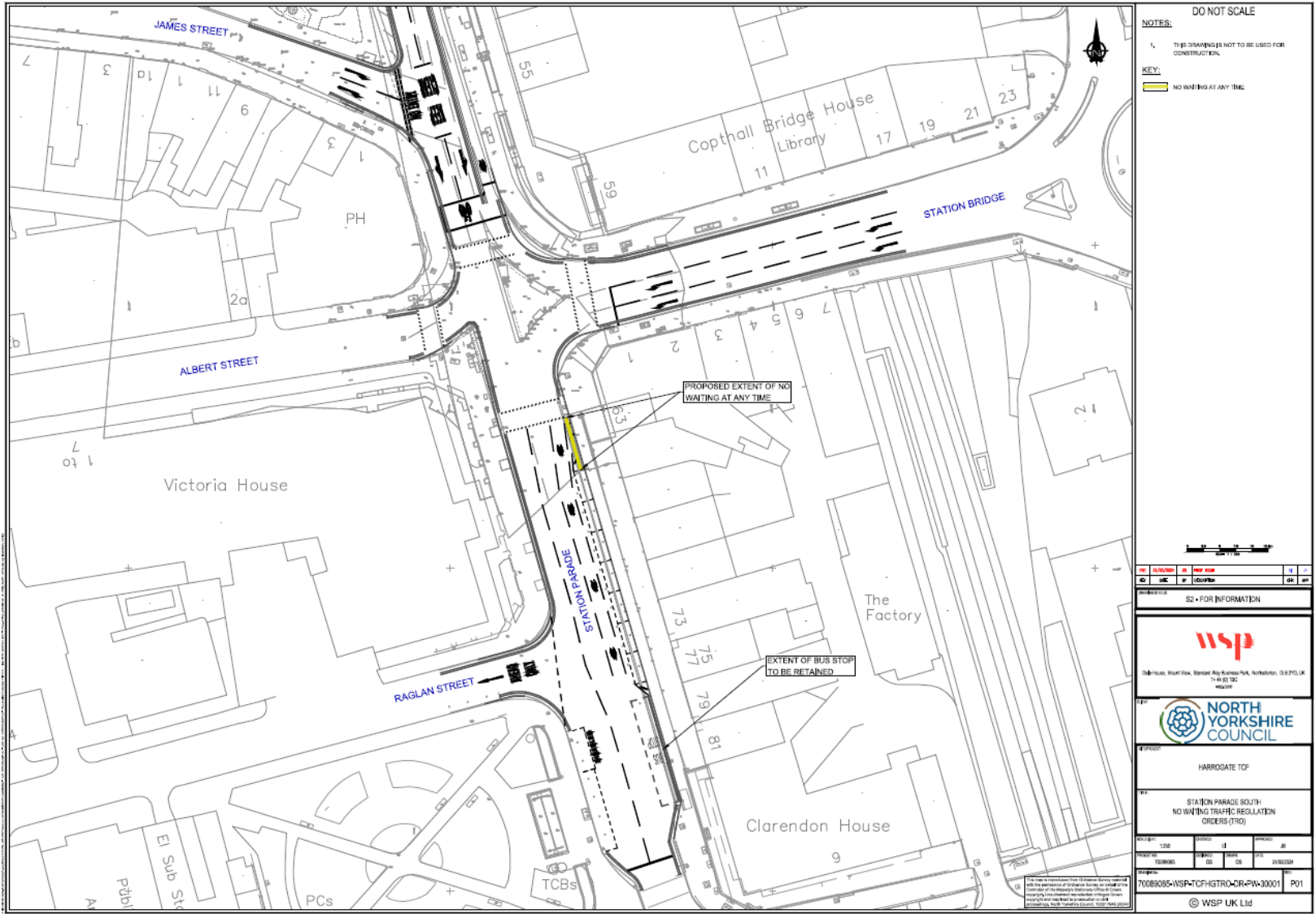
Station Parade Central - no loading - Harrogate TCF



Station Parade Central - revocation of traffic regulation order - Harrogate TCF



Station Parade South - no waiting - Harrogate TCF



DO NOT SCALE

NOTES:

- THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION.

KEY:

- NO WAITING AT ANY TIME

Scale: 1:1000

DATE	DESCRIPTION	BY	CHK
12/01/2024	ISSUE FOR INFORMATION	WSP	WSP

S2 - FOR INFORMATION

wsp

1000, Mount View, Barnet Way, Knaresborough, North Yorkshire, YO10 2EP, UK
T: 01430 252100

NORTH YORKSHIRE COUNCIL

HARROGATE TCF

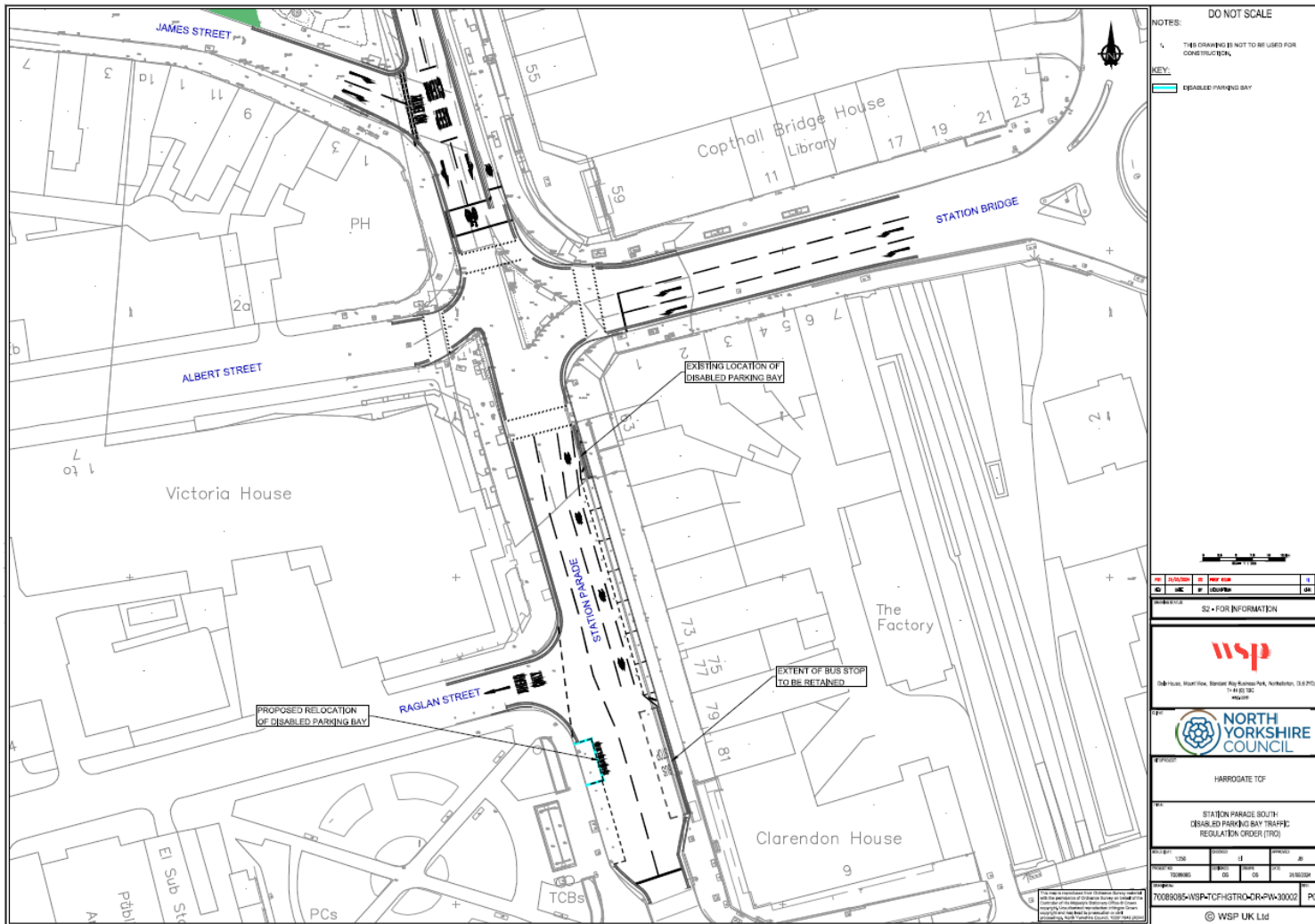
STATION PARADE SOUTH - NO WAITING TRAFFIC REGULATION ORDERS (TRO)

NO.	DATE	BY	CHK
1	12/01/2024	WSP	WSP

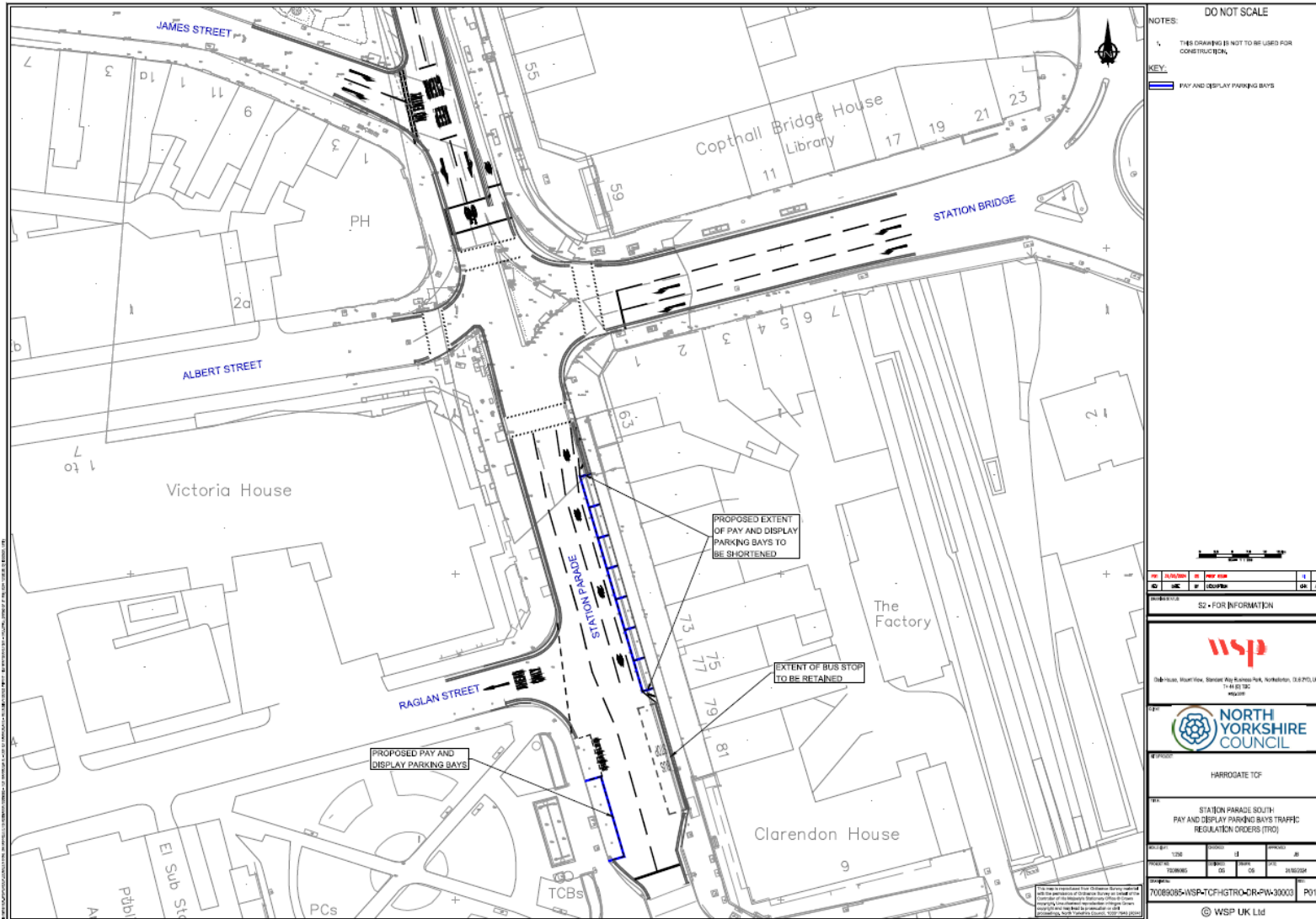
7008905-WSP-TCF-HGTRO-DR-PW-30001 P01

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3. Map showing Station Parade South - disabled parking bays - Harrogate TCF (note: not recommended for implementation – disabled bay to remain on east side)



Station Parade South - pay and display parking bays - Harrogate TCF (note: east side changes not recommended for implementation)



DO NOT SCALE

NOTES:
 1. THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION.

KEY:
 [Blue hatched box] PAY AND DISPLAY PARKING BAYS

DATE	DESCRIPTION	BY	CHK
02/05/2024	ISSUE FOR INFORMATION	WSP	WSP

S2 - FOR INFORMATION

wsp
 WSP CONSULTANTS
 11-14 BRIDGE STREET, HARROGATE, NORTH YORKSHIRE, HG1 2ET, UK
 TEL: 01430 250000
 WWW.WSP.CO.UK

NORTH YORKSHIRE COUNCIL

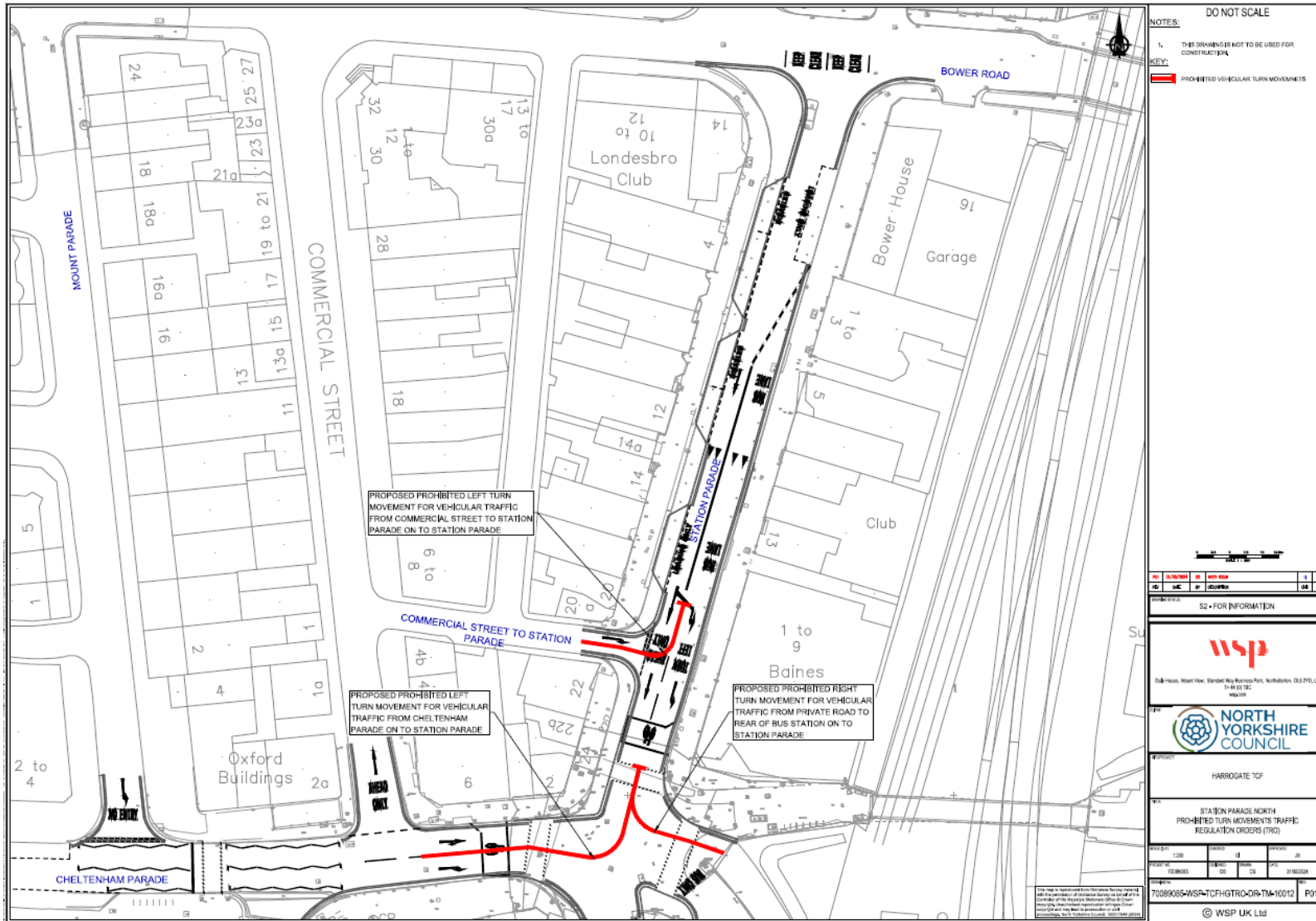
HARROGATE TCF

STATION PARADE SOUTH
 PAY AND DISPLAY PARKING BAYS TRAFFIC
 REGULATION ORDERS (TRO)

PROJECT NO.	70089095-WSP-TCF-HGTRO-CR-PW-30003
DATE	02/05/2024

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Station Parade North - prohibited turn movements - Harrogate TCF



COMMENTS RECEIVED AND OFFICER RESPONSE

	Comments	Response:
1.	<p>As per the letter dated 25/7/24 I would like to object to the proposed Traffic regulation order on Station Parade Harrogate.</p> <p>I believe that the removal of the disabled Parking Bays opposite the bus station will have a detrimental effect on ours and nearby businesses. We have many disabled patients who use the bays in order to attend for their Eye examinations. The removal of these will take away the ability for these people to have this essential service.</p>	<p>Officers recognise the value of having disabled parking spaces near to services and the town centre, include healthcare services. However, blue badge holders would still be able to park (on double yellow lines) for up to 3 hours outside of the loading restriction times (7:30am to 9:30am and 4pm to 6pm). To mitigate against the loss of these disabled bays the council will introduce three within the car park that is around 80 metres away from the existing bays.</p>
2.	<p>I am writing to object to the draft TROs for Harrogate Station Gateway on two specific grounds.</p> <p>My objections are in response to two Notices of Proposals:</p> <ul style="list-style-type: none"> • Proposed Bus and Pedal Cycle Lane with Flow and • Proposed Parking and Waiting 2024 <p>The grounds for my objections are:</p> <ol style="list-style-type: none"> 1. refusal by the council to introduce early release for people on bikes at the junction of Lower Station Parade and Station Parade and 2. introduction of an unnecessary Loading Bay on Lower Station Parade outside Bower House <p>1) Early Release</p> <p>Cyclists waiting at the top of Lower Station Parade will generally be going straight ahead to join the cycle track on Station Parade. Buses will be turning left into the bus station. This creates a potential conflict, and risk of cyclists being 'side-swiped' by buses and killed or injured.</p> <p>It will help if cyclists are given early release from the traffic lights (generally a 4s head start).</p> <p>The council is refusing to do this on these grounds:</p> <ol style="list-style-type: none"> 1. they say the scheme is LTN 1/20-compliant 2. they say the Advanced Stop Zone at the top of Lower Station Parade is not LTN 1/20-compliant (contradicts point 1) 	<p>1) Early release for cyclists</p> <p>The designs followed the guidance given in LTN 1/20 concerning provision of facilities for cyclists. Paragraphs 10.6.39, 10.6.43 and 10.6.44 are particularly key as to the interaction between the signalling and the wider cycling provision that makes an early release inappropriate at the bus station junctions.</p> <p>In this design, although the existing Advanced Stop Lines (ASL) have been retained, they don't meet the design criteria set in LTN 1/20. For this reason, we have not included Low Level Cycle Signals (LLCS).</p> <p>ASLs should only be considered to meet the full accessibility needs of people on a junction (where) the approach is on green for no more than 30% of the cycle time (and) there is a nearside protected route to the ASL that is of sufficient width to accommodate the cycle design vehicle. Unfortunately neither of these criteria are met at the approaches to the bus station.</p> <p>The Cheltenham Parade and Station Parade (North) approach</p>

	<p>3. they say that because the ASZ is not LTN 1/20-compliant, they cannot do anything else for cyclists, i.e. early release (completely illogical; 3 does not follow from 2)</p> <p>The council is refusing to give people on bikes early release because it does not want to allocate green time at the lights to them. It wants to maximise green time for motor vehicles.</p> <p>Harrogate Station Gateway was funded as a sustainable transport scheme, not a scheme for motor vehicles. Prioritising motor vehicles in this way is wrong.</p> <p>2) Loading Bay</p> <p>It is on the east side of Lower Station Parade near its junction with Bower Road, outside Bower House.</p> <p>It is my understanding that the Loading Bay was put into the plans at the specific request of a business called Party Fever. Party Fever has now closed down, so the request is no longer relevant.</p> <p>The proposed Loading Bay reduces the utility of an already very short bus lane.</p> <p>Removing the Loading Bay would make the bus lane more worthwhile for buses and increase safety for people on bikes using it.</p>	<p>will be the revertive stage and has no cycle infrastructure on approach to the stopline thus it does not meet the criteria in 10.6.44 for provision of an ASL, and LLCs are not generally provided without an ASL.</p> <p>Where we have been able to provide appropriate infrastructure on approach (e.g. at Station Bridge and the crossing at the bus station exit) LLCs are provided.</p> <p>2) Loading Bay</p> <p>Officers recognise the benefits to cyclists and buses of not introducing this loading bay and will recommend not to implement this TRO.</p>
3.	<p>Prince Albert Row is a listed building in a conservation area and whilst the high street is generally in decline Prince Albert Row is thriving however the new proposal could be highly damaging for businesses, so much so one of them may have to close if the scheme goes ahead.</p> <p>North Yorkshire County Council have been very supportive to us in the past and it was very much appreciated when [names redacted] took the trouble to meet us and understand our concerns and the nuances that WSP did not fully appreciate.</p> <p>It was because of that meeting the scheme was amended to the total satisfaction for Prince Albert Row businesses.</p> <p>We are all dismayed that the new scheme has totally ignored what we agreed was a sensible solution, and has revised back to the original scheme. They have taken away the disabled bay and put it across the other side of the road which is not really convenient to shopping on Prince Albert Row. More importantly this scheme has</p>	<p>Officers recognise the value of introducing the loading bay at this location. However, the width of this bay will compromise the advisory cycle lane. As such the council is now proposing not to implement the parking and waiting TROs south of Station Bridge and re-assess the design and inclusion of this area within the TCF scheme.</p>

	<p>removed the loading bay which is essential to all the businesses on the Row.</p> <p>Prince Albert Row has 3 Kitchen shops, 2 interior design shops, a linen shop, an electrical shop, a florist and a retail clothing store. The vast majority have daily deliveries and collections many of which are large items, furniture, boxes of heavy linens, flowers, large electrical goods etc.</p> <p>Large lorries will have to double park on the main road as most of the businesses have restricted area to the rear or none at all.</p> <p>When we all met previously you kindly listened and understood our concerns and modified the scheme.</p> <p>We strongly urge you to reflect the latest scheme so it does not damage our livelihood, or without being dramatic force one of the businesses to close.</p> <p>The original modified scheme would protect businesses, maintain Prince Albert Row to be an important part of Harrogate and would enhance free flowing traffic as part of the new gateway scheme.</p>	
4.	<p>We are discussing the main highway through Harrogate Town North to South. It cannot be closed at all. There is no other way for through traffic.</p> <p>The only safe way is to remove all cycling to a shorter route nearer the centre of town, such as from ASDA, under the bridge (but not turning left up station parade) going forward further to then turning up the street leading past banks, boots chemist, primark etc. to Barclays Bank corner.</p> <p>Cyclists do not need to access the multi-storey car park, thank you!</p>	<p>The TROs do not propose closing the A61 nor introducing cycle access to a multi-storey car park. The views on the cycle route are noted.</p>
5.	<p>There is no provision for loading and unloading in Station Parade opposite the bus station, in spite of the fact that there are a number of businesses on this section of the road.</p> <p>Making the north end of Station Parade one-way heading South means that traffic which would normally head north on this road will either have to leave Cheltenham Parade at Cheltenham Mount or go down Commercial Street. Commercial Street can already become quite congested with parking quite tight due to the width of the road and deliveries causing delays as there is insufficient room for traffic to pass delivery vans. In addition, going straight across Cheltenham Mount or turning right onto Bower Road is already difficult and will become much worse with increased traffic along Cheltenham Mount and Commercial Street. Eventually, even more parking spaces will have to be removed to ensure traffic can move freely along Commercial Street and it is likely that traffic lights will have to be installed at the junction of Commercial Street, Cheltenham Mount and Bower Road, adding yet more cost to the scheme.</p> <p>The scheme doesn't take account of any requirements for repairs or shopfitting works in any of the businesses on Station Parade or the need for people who live in the flats above the shops to access their homes especially when moving in or out.</p>	<p>Opposite the bus station, loading can take place outside of the restricted peak time hours. During the times loading is restricted, people can continue to load/unload on Beulah Street adjacent to the businesses in question as currently.</p> <p>Earlier traffic modelling has shown a peak time increase in vehicles per minute on Cheltenham Mount and Commercial Street of between two and three. This is deemed</p>

		<p>within acceptable thresholds and is based on data collected pre-pandemic when less people worked flexibly. It also doesn't factor in any modal shift that the scheme is aiming to achieve. There are no plans to alter current arrangements on Commercial Street.</p> <p>The scheme will provide loading bays on the northern section of Station Parade where there are currently none. There is ample provision for parking within the town centre and site area, especially in the multi-storey car park adjacent.</p>
6.	<p>This letter follows our meeting on Thursday 7th November 2024 with [names redacted]. [Name redacted], together with [name redacted] of Walton & Co were in attendance.</p> <p>As you are aware there has been a long history of proposals by North Yorkshire Council ('the Council') to implement a scheme of works in Harrogate Town Centre.</p> <p>On 30 May 2023 the Council resolved to make a series of TROs in relation to a previous scheme, this had been the subject of public consultation. The Council subsequently consented to judgment in a response to a judicial review challenge to that decision. The ground upon which the Council consented to judgment was the failure to hold a public inquiry as was required under Regulation 9 of the Local Authorities' Traffic Orders (Procedure) Regulations 1996. The position of the parties on the remaining grounds was preserved.</p> <p>The Council are now seeking to propose a different scheme. It appears that this has removed the proposals relating to the pedestrianisation of James Street (which were the proposals which led to the requirement for a public inquiry).</p> <p>As discussed at our meeting, following the closure of the public consultation upon the Traffic Regulation Orders ('TROs'), our client discovered a number of people/business owners with similar concerns in relation to the Scheme and the lack of public consultation. These individuals together have formed an informal group, 'Get Away' for which our client is the spokesperson.</p>	

This letter sets out the objections of our client and the wider members of the Get Away group to your TRO proposals. Where our client, or other individuals who form Get Away have individualised concerns these are highlighted below.

Before going on to comment on the substance of the proposals we start with the inadequate consultation which has been conducted by the Council.

1. Inadequate consultation – manner of consultation

1.1. Our understanding, following the meeting on 7 November 2024, is that the Council is not intending to carry out public consultation on whether or not to implement its scheme of works in Harrogate Town Centre (which the proposed TROs seek to facilitate). We consider that this is unfair and unlawful. The proposals for Harrogate are fundamentally different from those which have previously been consulted upon. Without proper public consultation these proposals are being ushered in through the ‘back door’.

1.2. The recent consultation on the TROs is not a proxy for this wider consultation for the reasons set out below.

1.3. Between 25 July 2024 – 26 August 2024, the Council publicised a suite of draft TROs (consisting of the draft orders, statements of reasons, plans and an information document) (“the TRO Consultation”).

1.4. A number of members of Get Away were unaware of the consultation when it was open as discussed below.

1.5. Our client is the freehold owner of a number of properties situated on the northern section of Station Parade, between Bower Road and the A61 (Lower Station Parade). Our client’s tenants are largely retail businesses and dependent upon passing trade, ease of access and parking.

1.6. As freehold owner of a number of properties, our client should have been directly consulted with regards to the TRO Consultation. However, our client did not receive any direct notification of the TRO Consultation but became aware, after the TRO Consultation had closed, that some individuals had received a letter from the Council advising them of the TRO Consultation, where the documentation could be found and how comments could be made. Our client has also since discussed the letter with a number of his tenants who also confirmed they did not receive a copy

Letters were hand delivered to each property on the streets affected, the extents of the letter

<p>at which point there was no opportunity to submit their objections.</p> <p>1.7. Our client does not reside in the immediate vicinity of the TROs and, in any event was in hospital during the consultation period. Our client therefore did not have sight of the notifications erected on lamp posts along the TRO route. However, had our client been informed of the Consultation via a notification letter, he would have taken that opportunity to raise his concerns at that time.</p> <p>1.8. Our client was made aware by the local press of a BID/Chambers meeting taking place on 3 September 2024 (after the TRO Consultation had closed). As a result of this being a closed meeting, our client reinstated his membership in order to attend. This was the first time our client had seen the Scheme in detail or had received any explanation as to what was being proposed. The Council stated that three consultations had been carried out on the overall scheme. With the exception of the TRO Consultation (which does not cover the entirety of the scheme), we are not aware of any public consultations held by the Council in relation to the current proposals. The meeting announced the implementation of the scheme and the Council were unwilling to debate any issues/concerns which those attending the meeting had with the Scheme. Get Away would also question the data presented regarding the previous consultation given the historic opposition to the previous schemes. We would also highlight the Harrogate Gateway Petition which currently stands at 1,336 signatures opposing the scheme.</p> <p>1.9. [Name redacted] is a representative of Sandtoft Properties Limited, a company which owns 20 Oxford Street, Harrogate. On behalf of Sandtoft Properties Limited, [name redacted] is a member of Get Away. Sandtoft Properties Limited are one of many who did not receive any direct notification of the TRO Consultation. The Council should be well aware that the proposals will not only impact owners/occupiers of Station Parade, but also the surrounding areas due to significant reduction in parking, implementation of one way systems and the construction period. The Council's notification of the TRO Consultation therefore lacked any inclusivity to ensure that all people directly or indirectly affected were fully aware of the proposals and had sufficient time to consider and respond to the proposals.</p>	<p>drop in line with standard practice for council TRO consultations. Unfortunately the council cannot guarantee receipt whether by hand or by post. Officers also visited businesses.</p> <p>Around 4,500 responses have been received across the three consultation stages in addition to face-to-face drop-in days, business meetings/updates, stakeholder focus groups and online question & answer sessions.</p> <p>The first stage (February 2021) asked respondents as to whether they favoured a one-lane or two-lane station parade, whether they supported Station Parade North becoming one-way southbound (with removal of on-street parking spaces) and sought views on public realm upgrades at One Arch</p>
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<p>1.10. [Name redacted] runs Mainline Taxis on Station Parade. During the TRO Consultation, [name redacted] had seen one notification on a lamppost with around 6 pages of documentation making some of the pages illegible. The public notices consisted of legalistic draft orders/notifications and it was not immediately clear that they related to the Gateway scheme. [Name redacted] did therefore not have a clear understanding of the proposals at the time of the TRO consultation due to the quality of the notification. As discussed below, the drawings were highly technical, and no clear proposal has been presented in relation to the overall works. As a member of the Chamber of Commerce, [name redacted] attended the closed meeting on 7 September 2024. This was the first time [name redacted] had an understanding of what was being proposed, albeit not completely clear. However, at this point, the consultation had ended and there was no opportunity to comment during the meeting. As such, [name redacted] was unable to consider exactly how his business would be impacted but has commented below on based on the limited information he has been given. After the meeting, [name redacted] met with another business owner and only at this point did he understand what was being proposed in the proximity of his business. This differed from his previous understanding and what he understood was explained at the meeting. As discussed below, the drawings were highly technical, and no clear proposal has been presented in relation to the overall works.</p> <p>1.11. Get Away are also aware that paper copies of the TRO Consultation documents were not available for viewing at Harrogate Library on Saturday 24th August (2 days before the consultation closed), despite the Council advertising that the library was one of 3 venues where hard copies could be viewed. We understand that the Council have been informed of this.</p> <p>1.12. The Council has now agreed to accept representations from our client which were given at the meeting on Thursday 7 November 2024 and are part of this letter. The Council has provided our client with the documents which formed part of the TRO Consultation. Further, our client has taken the opportunity of asking other members of Get Away to contribute to these representations to you. However, we remain concerned that there will be many others who were unaware of the TRO Consultation (as has been demonstrated by the</p>	<p>and Station Square. Each of these questions are central to the final scheme design.</p> <p>The second consultation (October 2021) asked how respondents felt overall about the latest plans to improve the Harrogate Station Gateway, more respondents felt 'negative' or 'very negative' (56%) than felt 'positive' or 'very positive' (39%). However, respondents felt more positive about the material choices proposed – that remain in the final scheme. The consultation also stated that there were decisions still to take regards details of the scheme.</p> <p>The third consultation presented designs for One Arch, Station Parade North and Station Square (all of which remain principally unchanged). At this point a one-lane station parade was put forward as well as additional areas now outside of scheme scope due to budgetary pressures. Overall opinion was almost exactly equally divided between “negative” or “very negative” (46%) and “positive” or “very positive” (45%).</p> <p>Officers are of the view that consultation has been extensive and began in the formative stage of the project and has continued to shape proposals to the final designs. Sufficient reasoning and supporting information has been provided throughout the three consultation stages. The resident and business community have been given ample time and opportunity to provide their views and conscientious consideration of these responses has led to the final scheme.</p>
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<p>experience of our client, his tenants and [name redacted]. We are also aware of others not affiliated with Get Away who were not consulted). This is particularly given the fact that the Council's previous consultations on proposals for Harrogate were widely publicised which is in direct contrast to the fixing notices on lamp posts in the immediate vicinity of the site and what appears to</p> <p>be the sending of letters to selective addresses. This is of particular concern given the effects of your proposals will be widespread (see below).</p> <p>1.13. Therefore, we have real concerns that your apparent decision not to consult more widely on a scheme which will fundamentally re-shape Harrogate is unfair as it will not have been known to a number of people who will be affected by it and who will have been unable to make their voices heard on this issue.</p> <p>1.14. In addition, Council has taken the position that sufficient consultation has been carried out due to the consultation undertaken on previous scheme. The current scheme is fundamentally different from those previously consulted upon and it is unreasonable for the Council to substitute any wider consultation with the TRO Consultation which, for the reasons discussed in this letter, was flawed and inadequate.</p> <p>2. Inadequate consultation – content</p> <p>2.1. The consultation material which you have now provided to our client, and which we understand formed part of the TRO Consultation is inadequate in that it has failed to include sufficient information to enable our client and other consultees to make an intelligent response. This is another reason why the TRO Consultation is not an adequate replacement or proxy for a more general public consultation exercise.</p> <p>2.2. The only document which addresses the wider scheme (as opposed to the more technical TRO documents) is the document entitled 'Harrogate Station Gateway Transforming Cities Fund' ('the HSGTCF Document'). It is clear from that document that the scheme does not only relate to the TROs but there will need to be other development as part of the wider scheme. Many of the benefits it relies upon (e.g. public realm improvements) are not in fact part of the TROs which were consulted upon.</p>	<p>The TRO consultation was advertised in the local press, on the council website and notices were either posted though letter boxes or, where business were open, handed directly to staff in and around the site area (including Station Parade North). Notices were attached to 20 lampposts at approx. 5-6ft high using cable ties. Hard copies of the orders, plans and reasons were available at County Hall, Harrogate Civic Centre and Harrogate Library. The Project Manager also visited each business adjacent to the loading bays on Station Parade to discuss the proposals. The council has accepted this letter for inclusion in the report and for consideration by decision makers.</p>
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<p>2.3. Overall, the members of Get Away have found the documents you have provided extremely difficult to understand. As we understand it, the TROs you are proposing are:</p> <ol style="list-style-type: none"> 1. The North Yorkshire Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Prohibition of Waiting and Loading and Provision of Parking) (Amendment No ##) Order 2024 ('Draft Order 1') 2. The North Yorkshire Council (Bus Lane) (Station Parade, Harrogate) Order 2024 ('Draft Order 2') 3. The North Yorkshire Council (Harrogate, Burn Bridge, Pannal and Knaresborough) (One Way Traffic) (Station Parade, Harrogate) Order 2024 ('Draft Order 3') 4. The North Yorkshire Council (Prescribed Routes)(Station Bridge, Harrogate) Order 2024 ('Draft Order 4') 5. The North Yorkshire Council (Prohibition of Traffic) (Various Roads, Harrogate) Order 2024 ('Draft Order 5') 6. The North Yorkshire Council (Prohibited Turning Movements)(Various Roads, Harrogate) Order 2024 ('Draft Order 6') <p>2.4. The plans provided with the above orders are highly technical in nature. The scheme plans are drawn at 1:250 scale but at A1 sized drawings, making them inaccessible for most interested parties. At A3 or A4 size, the drawings are at such a small scale that the detail is simply not clear. It is unreasonable for the Council to expect members of the public, traders and other interested parties to be able to understand the traffic regulation order plans, particularly when it comes to the extents of the loading and waiting restrictions that are being imposed, as they vary considerably in their nature along the length of Station Parade, the extent of the footway works required to facilitate the road widening or, of course, fully understand the improvements to pedestrian priority that will result from the Scheme. This detail is not set out in the HSGTCF Document and was illegible on the public notices appended to the lampposts.</p> <p>2.5. Draft Order 5 proposes the prohibition of traffic save for loading over a number of streets. No plan has been provided in relation to this. It is therefore unclear exactly where this relates to. No information is given in the HSGTCF Document. There is also a plan missing from</p>	<p>This point is noted however, despite being technical in nature, the drawings are produced using the approach taken with TROs which is in line with practice across most authorities</p> <p>The HSGTCF document was not intended to provide detail of the TROs, but to provide additional context.</p> <p>Officers acknowledge that Draft Order 5 was missing an appropriate drawn plan. A further</p>
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<p>Draft Order 1 (30004). Get Away is therefore unable to comment on these plans.</p> <p>2.6. The HSGTCF Document purports to summarise the proposals. However, it appears to be incomplete and misleading. The plans and pictures it provides do not show many of the proposals you are seeking to make (including your one-way proposals, parking to be removed and the roads which you are proposing should be prohibited to traffic under Draft Order 5). It therefore gives, at best, a partial (in both senses of the word) view of what you are proposing but does not make this clear.</p> <p>2.7. The images you have provided within the HSGTCF Document show two lanes for all vehicular traffic on Station Parade. Further, on page 5, the document states that: '[A]lthough originally more people preferred a reduction to one lane on Station Parade this became increasingly controversial and now the existing two lanes will be retained.' However, from our reading of the detail of the TROs the North Yorkshire Council (Bus Lane and Cycle Lane) (Station Parade, Harrogate) Order 2024 is proposing for a section of Station Parade to only be open to busses at all times of the day. This will necessarily mean that there will be only one lane for all other traffic over that section. This raises concerns with regard to congestion and the potential for a traffic pinch point in that area. It is extremely concerning that this has not been made clear in the HSGTCF Document.</p> <p>2.8. This proposal also leads to a taxi pick up point being on the opposite side of the road raising safety concerns for taxi users (see paragraph 4.7 below). This is not made clear in the HSGTCF Document.</p> <p>2.9. Even further, the consultation material as a whole is missing key information and/or evidence to back up the claims which are made in it.</p> <p>2.10. The reasons given for each Order are as follows:</p> <p>2.10.1. Order 1: 'The North Yorkshire Council considers that it is expedient to make this TRO on grounds (a, c, f) above having taken into account its duty under Section 122(1) of the Road Traffic Regulation Act 1984 ("the 1984 Act"), for the following reasons:</p> <ul style="list-style-type: none"> • To prevent parking and waiting in areas that would compromise road safety or adversely or detrimentally affect traffic management. 	<p>formal advertisement will seek to rectify this omission.</p> <p>The HSGTCF Document was produced to provide context for the TROs. Two lanes have been maintained on the Station Parade element that is the A61 – the focus of the concern about congestion. Not Lower Station Parade (North). This currently is a two-way street. The proposed one-way would retain one southbound lane for general traffic and reallocate one lane for bus travel.</p> <p>Officers consider that the taxi pick up point being referred to is a loading bay. There is currently no provision for taxi pick up on Station Parade North.</p>
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- To discourage vehicle movements that could otherwise compromise road safety and cause congestion.’

2.10.2. Order 2: ‘The North Yorkshire Council considers that it is expedient to make this TRO on grounds (a, c, f) above, having taken into account its duty under section 122(1) of the 1984 Act, for the following reasons:

- To speed up the flow of public transport that would otherwise be held up by traffic congestion’

2.10.3. Order 3: ‘The North Yorkshire Council considers that it is expedient to make this TRO on grounds (a,c,f) above, having taken into account its duty under Section 122(1) of the 1984 Act, for the following reasons:

- To manage vehicular traffic in order to discourage vehicle movements that could otherwise compromise road safety and cause congestion.’

2.10.4. Orders 4 and 6: ‘The North Yorkshire Council as the traffic authority for North Yorkshire considers that it is expedient to make the traffic regulation order:-

- for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- for facilitating the passage on the road or any other road of any class of traffic (including pedestrians),
- The proposals will help create a safer environment which could be considered more conducive to safer active travel for more vulnerable road users (including pedestrians and cyclists)’

2.10.5. Order 5: ‘The North Yorkshire Council considers that it is expedient to make this TRO on grounds (a and c) above, having taken into account its duty under Section 122(1) of the 1984 Act, for the following reasons:

- To prevent parking and waiting in areas that would compromise road safety or adversely or detrimentally affect traffic management.
- To restrict vehicular traffic to improve pedestrian safety and protect vulnerable road users’

2.11. Having regard to the information which you have hitherto published relating to the TROs it is considered that there is no evidence to demonstrate that any of the Orders you are proposing will achieve each of the stated

<p>objectives. We provide further comment upon the reason you give for making the various TROs below.</p> <p>2.12. Common themes in the reasoning for the TROs are that the proposals are said to: benefit public transport users through speeding up that transport, reduce congestion and increase safety.</p> <p>2.13. With regards to the first two of these, the HSGTCF Document also indicates that the proposals will benefit public transport users through improved journey times and that congestion concerns have been addressed. However, no evidence has been provided to support these contentions. The impacts of the scheme on journey times and congestion are matters which require expert technical assessment. If this work hasn't been done by the Council then it is irrational to promote a scheme on the basis that there would be improved journey times and congestion concerns would be addressed without that work. If the technical work has been done then it ought to have been released into the public domain so that members of the public can comment upon it, this is required to allow consultees to make intelligent responses to your proposals.</p> <p>2.14. We note that at the BID meeting it was claimed that there would be a 20 second journey time saving for public transport. If that is the case (and a technical assessment has been done to demonstrate this) then this ought to have been made clear in the public consultation. As we set out below, it is a journey time saving which is so small as to be immaterial. It cannot credibly be relied upon by the Council as a material improvement in journey times nor can it credibly outweigh the significant harms which this Scheme is likely to give rise to.</p> <p>2.15. The HSGTF Document is silent on the issue of road safety. The assertions in the draft TROs themselves are entirely unsupported by evidence. As we indicate below, the introduction of the bus lane, reduction in on street parking, relocation of disabled bays, lack of loading bays, one-way system and cycle lanes, in particular, give rise to prima facie concerns. Again, the impact of these works on road safety must have been the subject of technical assessment/expert judgment (to make such claims without evidence would be irrational). It is unfair not to release this evidence for the public to comment upon it.</p> <p>2.16. Equally, you have not released any information on the issue of carbon impact and climate change. This is</p>	<p>All proposals have been formed in order to facilitate a project that will improve the environment for sustainable travel choices whilst, as far as possible, mitigating any detrimental impact on other highway users.</p> <p>The previous iteration of the scheme reduced Station Parade to one lane of traffic. Modelling of this scenario resulted in around a minute of additional journey time across the town centre network at peak hours. The modified scheme retains two lanes of traffic and additional junction signal upgrades will seek to allow for a more efficient flow of vehicles through the network.</p> <p>Bus journey savings, accumulated, can serve to benefit reliability and increase usage. It serves to encourage modal shift to more sustainable forms of transport.</p> <p>A Road Safety Audit has been carried out on the whole scheme. It is a technical document that is not usually released as part of a TRO consultation.</p> <p>A full carbon assessment was previously undertaken for the</p>
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<p>presented in the HSGTF Document as 'reduced'. But, this is presumably in relation to proposals that you are no longer putting forward. The key issue is what the carbon and air quality impact of these proposals are. The document states that 'final assessments have not yet been completed'. The question then arises as to whether any preliminary assessments have been done on this issue and what they reveal. Central to the purpose of the TCF funding (as indicated on page 2 of the HSGTF Document) is to provide greener transport options and to achieve 'happier and healthier communities for the future' (emphasis added). A scheme which results in adverse impacts for climate and air quality will not achieve this. As with the issue of congestion and journey times, it would be irrational for the Council to promote the scheme in the absence of information on carbon impact and air quality. Assessments must have been completed by the Council and these ought to have been released into the public domain (even if preliminary) in order to enable the public to give intelligent responses to the consultation.</p> <p>2.17. Further, it is obvious to our client that your proposals to significantly reduce parking will have hugely deleterious impacts upon local businesses. The Council did not present any economic evidence to demonstrate how the proposals will impact businesses in Harrogate. The significant loss of parking is not mentioned at all in the HSGTF Document and, it is unclear from the TRO plans for the reasons outlined above. This is something which ought to have been brought to the attention of consultees.</p> <p>2.18. At our meeting with you on 7 November you said that the effectiveness of the cycling proposals under the TROs were dependent upon another scheme for Victoria Avenue. It is deeply concerning that this hasn't been made clear as part of the TRO consultations. If any benefits from cycle lanes would, in practice, be dependent upon another scheme coming forward then this ought to have been made clear as part of the consultation documents.</p> <p>2.19. We now turn to the objections of Get Away to the substance of your proposals (so far as we are able to understand them from the information which has been released).</p> <p>3. Objections</p> <p>Parking, loading and impact upon businesses</p>	<p>larger TCF scheme that examined the universal impact of all project elements (including public realm) many of which are not the subject of the TRO decision. A further assessment is being prepared for the descoped project that will also encompass the public realm and this is required for funding purposes. As with all highways infrastructure projects, the embodied carbon impact from construction derives an overall negative impact however, in this case, the council is seeking to offset that impact by encouraging a shift to more sustainable modes of travel.</p> <p>25 on-street spaces are being removed – 0.3% of available parking in the town centre (excluding ASDA and Waitrose).</p> <p>Pedestrian access to Victoria MSCP will be improved. This car park is almost always under-occupied and adjacent to the site. Studies have shown that there is an abundance of car parking in the town centre and information on this has been released as part of the wider scheme consultation.</p> <p>This is not accurate. This comment referred to the advisory cycle lane at the southern extent of station parade that is recommended for omission.</p> <p>It is not normal practice to publish Road Safety Audits, information about neighbouring schemes, economic analysis, carbon/climate change analysis etc. when consulting on TROs. The HSGTF document was an optional addition to the TRO consultation to provide context to respondents.</p>
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<p>3.1. The majority of Get Away's members are business owners or landlords of property located on Station Parade or within close proximity to the roads subject to the TROs.</p> <p>3.2. Our client's properties are located on Lower Station Parade and consist of:</p> <ul style="list-style-type: none"> • 1 Baines House – Mega Store • 2 Baines House – LDR Skin Clinic • 3 Baines House – Power Body Nutrition • 4/5 Baines House – City Barbers • 7 Baines House – HGPT Studio <p>3.3. A number of other businesses are located on this section of Station Parade such as, Mainline Taxis.</p> <p>3.4. Get Away understands that the TROs will result in a significant reduction in on-street parking. Many businesses located on Station Parade are small businesses which rely on passing trade and convenient access to continue to thrive in what is a difficult economic climate for high street shops. The reduction in on-street parking will have a detrimental impact on these businesses.</p> <p>3.5. The availability of on-street parking is a key factor for the continued success of businesses in Harrogate. The current parking availability allows convenient access to Harrogate town centre and the businesses within. The Council should be aware of the recent demise in high street shopping, particularly following the pandemic where online shopping became hugely popular. The removal of convenient, quick and safe access to the businesses within Harrogate will simply add to the strain already felt by such businesses. This is a factor which weighs heavily against the Scheme.</p> <p>3.6. A number of disabled parking spaces are proposed to be introduced or relocated. We would question the safety and practicality of the proposed disabled spaces.</p> <p>3.7. Although it is not evident at all from the proposed TRO plans, it was shown at the BID meeting in September that on Lower Station Parade, the Council propose to replace 23 on-street parking spaces with 5 parking spaces (2 of which are disabled) and two loading bays on the western side of the street. In addition, Lower Station Parade will be one way in a southerly direction. Mainline Taxis are located on the eastern side of Lower Station Parade where a bus</p>	<p>Whilst a reduction in pay and display parking is proposed, this is considered proportionate given that there is more than adequate parking in the town centre. Priority has been given to the retention and better distribution of blue badge parking.</p> <p>There is growing evidence that businesses often overestimate the proportion of their business that comes from people who come by car. Recent census data for example shows that at least 40% of households in central Harrogate do not own a vehicle.</p> <p>There is ample provision for loading/unloading and parking within the town centre and site area. The multi-storey car park adjacent is almost always under-occupied. The concerns about the safety and practicality of the disabled parking spaces are noted, however, the Harrogate District Disability Forum do not share these concerns after being consulted on the proposals.</p> <p>There is currently not a taxi rank on Station Parade North. The proposal at this location enhances safety and operations for the taxi</p>
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<p>lane is proposed. Customers who attend the taxi rank would have to cross the road to be collected on the western side of Lower Station Parade (if there are any parking spaces available). For disabled customers of Mainline Taxis, this means that they will also have to cross the road and, due to the one way system, may have to enter the taxi on the roadside. Currently, taxis can arrive outside of the taxi rank in a position which allows for safe and convenient access to all users. It is therefore clear that the proposals will lead to an unsafe situation particularly for vulnerable people.</p> <p>3.8. At the southern end of Station Parade (after the Albert St/Station Bridge junction), there is currently one disabled space situated outside of Woods Interior Design. The Council intend to remove this space and relocate it further south, adjacent to Library Gardens. Again, disabled users are forced to cross Station Parade to access the row of shops, thus impacting both convenience and safety for users.</p> <p>3.9. As discussed above, a 38 metre section of bus lane is proposed on Lower Station Parade. As a result, a significant reduction in on-street parking is proposed with a one-way system implemented. The Council has not provided any evidence to demonstrate that the bus lane will result in a benefit to journey times which would outweigh the loss of parking at a detrimental cost to the businesses on Lower Station Parade. We would also question the safety and user experience of the bus lane given that it ends just before the junction meaning that normal traffic can join in front of buses before they turn into the bus station. Again, no evidence or assessment has been provided to demonstrate that this is safe or beneficial.</p> <p>Congestion</p> <p>3.10. As stated above, one of the reasons for making the orders is said to be relieving congestion. It is very difficult to understand how this can possibly be the case. The one way system you are proposing together with the introduction of a pinch point through the small section of bus lane is likely to increase rather than decrease congestion and to increase journey times. This has implications for the air quality and wider amenity of Harrogate due to the congestion together with the use of alternative routes and subsequent build-up of congestion in other areas. Get Away has serious concerns that this has not been subject to technical assessment or, if it has, that</p>	<p>company by offering a loading bay within the vicinity of the office.</p> <p>Officers recommend not to implement TROs on Station Parade South relating to parking and waiting, retaining the existing arrangement.</p> <p>See below.</p> <p>Cars can only join the bus lane if they are turning left to access the Network Rail siding.</p> <p>Bus priority measures improve journey times and reliability and</p>
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<p>assessment has not been released into the public domain for comment.</p> <p>Public Transport Journey Times</p> <p>3.11. You claim that journey times will be improved for public transport. This is entirely unevidenced in any technical assessment. The short section of bus lane together with the one-way system clearly has the potential to increase journey times. This is an issue which requires expert assessment and analysis and that analysis should be issued for consultation.</p> <p>3.12. At the BID meeting it was represented that there would be a 20 second journey time saving for public transport journeys. If this is the case (though no evidence has been provided) then this 'saving' is so small as to be effectively immaterial and does not weigh in favour of the scheme.</p> <p>Cycling</p> <p>3.13. As stated above, during our meeting you stated that the effectiveness of the cycling proposals would be dependent upon a different scheme for Victoria Avenue. If this is the case then benefits to cyclists (if any) cannot be taken into account as part of the decision on these proposals without considering (a) the impacts of any scheme for Victoria Avenue and (b) the likelihood of any scheme for Victoria Avenue coming forward.</p> <p>Carbon Impact and Air Quality</p> <p>3.14. As set out above, you have not released any analysis of the carbon or air quality impacts which can be expected from the scheme. It appears that the scheme has the potential to lead to significant impacts in relation to both.</p> <p>3.15. First, with regards to carbon, there will be the embodied carbon which is involved to implement very substantial works. There is also the clear potential for there to be increased emissions from increased congestion.</p> <p>3.16. Second, with regard to air quality, an increase in congestion in Harrogate Town Centre is likely to lead to a worsening of air quality.</p> <p>3.17. These factors weigh heavily against the scheme, indeed they go against its very purpose to provide 'happier and healthier communities for the future'.</p> <p>Construction</p>	<p>there is clear evidence of this nationally. The bus lane will also encourage use of public transport - this supports an on-going commitment to increase its use and reduce traffic pollution and congestion and to promote more sustainable travel options.</p> <p>Officers recommend not to implement TROs on Station Parade South and reassess this design.</p> <p>Any new or maintained highways infrastructure project carries carbon costs associated with construction. The scheme is designed to encourage a shift to more environmentally friendly travel decisions – thus decreasing emissions and improving air quality.</p> <p>Information will be released on the construction programme as it develops.</p>
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<p>3.18. The implementation of the TROs and construction period will cause significant disruption in and around Harrogate centre. Aside from a potential period of 2 years, no information has been provided on this subject. Members of Get Away and the public need to be fully informed on how the works will progress in order to understand how this will impact their businesses and journey times.</p> <p>Other Impacts</p> <p>3.19. The TROs are proposed to facilitate the wider scheme which will include development within the town centre (including your public realm works). The scheme lies within a Conservation Area where there are a number of listed buildings. The proposals also involve the removal of a number of trees, which due to their location in a Conservation Area, are protected. From the information you have provided it is extremely difficult to understand what the effect on the significance of such listed assets and the Conservation Area will be. However, there is clearly the potential for an adverse effect with no assessment to demonstrate that the works will not result in harm to the listed buildings or Conservation Area.</p> <p>3.20. Further, whilst full details of the open space works are not set out in the consultation documents, it is understood that the Council are proposing repaving and ‘landscaping’ works to the open space area opposite the train station. Whilst we are aware that budgets and funding has been set of the works, it is not unusual for costs to increase and we would question whether the budget allows for high quality materials to be used in the space and whether they would be the first thing to be ‘downgraded’ should the Council exceed its budget.</p> <p>3.21. Get Away notes and agrees with the submitted objections from the Harrogate Civic Society who consider that the scheme does not “celebrate the character of Harrogate”. The Civic Society also noted the need for further consultation on the design in order to understand the impacts. Get Away agrees with this. Further, the Civic Society’s comments support our position that inadequate consultation has been carried out in relation to the current scheme. Interested parties are unable to understand the proposal as a whole in the absence of any proper consultation which cannot be substituted by a technical TRO Consultation which is limited to the parameters of the TROs and does not include the wider works.</p>	<p>As part of the overall project an EIA screening opinion was obtained which addressed this and found that any impacts would be minimal and that an EIA was not required.</p> <p>Outside the scope of the TRO consultation although the scheme is seeking to enhance the built environment – not detract from it. A risk allocation is included in the scheme budget to account for cost over runs.</p> <p>See above.</p>
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3.22. Whilst these works are not to be authorised by the TROs (indeed, it is unclear what powers/mechanism the Council will use for this purpose) the impact of the works needs to be considered with the TROs as it appears that their sole purpose is to facilitate the wider scheme.

4. Request for an Inquiry/Further Update

4.1. Get Away request that the Council exercise its discretion, under regulation 9 of the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996, to hold a public inquiry before making the TROs. As you will be aware, your proposals for Harrogate are hugely controversial and have attracted widespread objection. Further, as set out above, the proposals are likely to cause significant environmental, social and economic impacts. Despite this there appears to be no analysis of these impacts by the Council or such analysis has not been released into the public domain. It is therefore imperative that these impacts are explored by way of a public inquiry so that they can be properly weighed in the decision-making process and so that local residents and businesses can participate, comment upon the evidence and call evidence to the extent necessary.

4.2. In the event that, notwithstanding the above, your client decides to proceed to determine whether to make the TROs without an inquiry we would ask that that you keep us apprised of the decision making process. The statements of reasons for each of the TROs states that the next steps in the decision-making process are that where there are objections to a TRO it will be necessary to bring a report to the Corporate Director for Environment and Executive Members to consider and seek a decision on those objections and/or that there is to be a report to the relevant Area Constituency Committee. We would ask that you please send us a copy of any reports written in relation to decisions as to whether the TROs should be made and inform us of any decision that is taken as soon as it has been taken.

Overall, page 2 of the HSGTF Document sets out the 'overall aims of the program' as being:

- provide more accessible, affordable and attractive greener transport options
- connect people to economic and education opportunities
- happier and healthier communities for the future

Please see Public Inquiry Implications at 9.0 in the report.

	<p>In light of the above it is clear that your proposals would not meet any of these goals. Although the Council is focused on changing travel patterns it has not provided/published evidence that its scheme will in fact materially benefit public transport users or, indeed, cyclists. Further, it appears that the scheme will have significant deleterious effects including in relation to: congestion, highway safety and on businesses and their customers in Harrogate. In the opinion of our client and the members of Get Away, the proposals and the manner in which they have been disclosed to the public show a complete lack of knowledge from those with limited understanding of how Harrogate works and why the town has been so successful to date.</p> <p>Ultimately, the manner in which the Council has approached public consultation on the whole scheme is inadequate. The Council appears to have relied upon consultations for a previous (different) scheme which has resulted in the public not being able to understand what is currently being proposed as a whole. The TRO Consultation is not a sufficient replacement for public consultation on the scheme. The TRO Consultation is largely restricted to the technical details of the TROs, did not include any assessment of the TROs or wider scheme and did not show, as a whole, what is being proposed. To the extent that any explanation was given of the TROs this was 'partial' and misleading. Further, an inconsistent approach was taken by the Council to notifying members of the public of the fact of the TRO Consultation. Many, including members of Get Away were unaware of it and therefore unable to respond.</p>	<p>A range of documents and supporting information has been communicated to the public over the years as to the benefits of sustainable transport infrastructure improvements.</p> <p>See above.</p>
7.	<p>I write in as a local resident and part of Granville Road Area Residents Group.</p> <p>Residents will be directly affected by this revised Gateway Scheme as many of our town centre exit routes for both cars, cyclists and pedestrians will interact with what is proposed.</p> <p>We would like to object to all of the proposed Traffic Orders for Station Parade relating to the Gateway Project.</p> <p>Firstly, the notice on the sign of these Traffic Orders states that they could be viewed at Harrogate Library on 25th August 2024 (Sunday) and all objections need to be sent in</p>	<p>The proposals have been subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The enabling Traffic Regulation Orders (TRO) were advertised for public comment in the local press, published on North Yorkshire Council's website and by means of a legal notice placed on the</p>

<p>by Monday 26th August. Not to mention this is a Bank Holiday weekend when people are away.</p> <p>Having been to look in Harrogate Library on Saturday 24th August, there were no paper copies of these plans available. However, there were some dated January 2023. The librarian was quite perplexed as to why there were none available.</p> <p>Local residents and businesses have not been able to see any copies of the revised 'detailed' plans.</p> <p>Local residents and businesses on station Parade have not been Consulted on the revised Gateway Plans of 2024. Yet NYC want to pass Traffic Orders without this happening.</p> <p>We know that the Disability Action have been consulted on the Revised Plans of 2024, why not local residents and businesses?</p> <p>One local resident obtained some kind of 'arranged plans' for the revised scheme from their Councillor Sam Gibbs, yet other residents myself included have not received any plans despite a refusal for a Freedom of Information request earlier in the year.</p> <p>Why is that? there appears to be no logical reason why some people are getting consulted and others not and why some people get some copies of plans and others not.</p> <p>Is this actually legal?</p> <p>Not only that there are other classified less able users such as parents with children in prams they have not been consulted and the Disability Action have. This was confirmed by their representative and he said they have been told not to tell anyone.</p> <p>From parts of plans we have managed to see we object in its entirety because the scheme is dangerous.</p> <p>There appeared to be no details on any of the plans that are visible. No cross sections.</p> <p>The layout and configuration on the revised plans (plans arrangement as stated on the copy I managed to see) of Station Parade appear dangerous to both pedestrians and car users as well as cyclists.</p> <p>Not to mention how would an emergency vehicle negotiate this layout?</p>	<p>relevant street in accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations. Plans were available at the library and the Civic Centre in Harrogate throughout the consultation period.</p> <p>Please see response above regards wider scheme consultation.</p> <p>Revised scheme plans have been available on the website since the summer. Businesses have also been presented with these plans at an engagement session.</p> <p>A Road Safety audit has been undertaken for the scheme and any safety concerns addressed. There are no restrictions for emergency vehicles.</p>
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	<p>We all object to the entirety of this scheme and all of the Traffic Orders.</p> <p>We would like to know why this scheme is been brought in 'through the back door' with no Consultation to the local residents and businesses?</p>	<p>Officers reject this assertion. The scheme has been consulted upon extensively.</p>
8.	<p>We again wish to express our disappointment with North Yorkshire Council pushing ahead with the proposals on Lower Station Parade and elsewhere around the town without listening to the objections of businesses and residential owners. What is the point of a consultation process if the Council ignore all the objection and decide to proceed regardless?</p> <p>Notwithstanding the cost of the amended Traffic Regulation Orders proposed, we again <u>STRONGLY OBJECT</u> to the proposals since the changes will have a significant determinantal effect on our business. Once we have time, we will elaborate on our objection but to ensure this is recorded, we felt it necessary to send this objection now.</p>	<p>Please see above regards wider scheme consultation.</p> <p>Objection is noted.</p>

STATEMENT OF REASONS

Harrogate Bus Lane TRO - Station Parade, Harrogate	
STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER:	The North Yorkshire Council considers that it is expedient to make this TRO on grounds (a, c, f,) above, having taken into account its duty under Section 122(1) of the 1984 Act, for the following reasons: <ul style="list-style-type: none"> - To speed up the flow of public transport that would otherwise be held up by traffic congestion
PROPOSED LOCATION:	Proposed location: Station Parade, Harrogate (Drawing 8. Map showing Station Parade North - bus lanes - Harrogate TCF: 70089085-WSP-TCFHGTRO-DR-TM-10013)
One Way TRO - Harrogate Burn Bridge Pannal Knaresborough	
STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER:	The North Yorkshire Council considers that it is expedient to make this TRO on grounds (a, c, f,) above, having taken into account its duty under Section 122(1) of the 1984 Act, for the following reasons: <ul style="list-style-type: none"> - To manage vehicular traffic in order to discourage vehicle movements that could otherwise compromise road safety and cause congestion.
PROPOSED LOCATION:	DIVISION: VALLEY GARDENS AND CENTRAL HARROGATE Proposed location: Station Parade, Harrogate (Drawing 6. Map showing Station Parade North - one way traffic regulation order - Harrogate TCF: 70089085-WSP-TCFHGTRO-DR-TM-10011)
Harrogate Parking and Waiting TRO	
STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER:	The North Yorkshire Council considers that it is expedient to make this TRO on grounds (a, c, f,) above, having taken into account its duty under Section 122(1) of the 1984 Act, for the following reasons: <ul style="list-style-type: none"> - To prevent parking and waiting in areas that would compromise road safety or adversely or detrimentally affect traffic management. - To discourage vehicle movements that could otherwise compromise road safety and cause congestion.
PROPOSED LOCATION:	Proposed location: Station Parade and James Street, Harrogate (Drawings: <ol style="list-style-type: none"> 1. Map showing Station Parade North - No waiting at anytime - Harrogate TCF: 70089085-WSP-TCFHGTRO-DR-PW-10001 2. Map showing Station Parade North - disabled parking bays - Harrogate TCF70089085-WSP-TCFHGTRO-DR-PW-10002

	<ol style="list-style-type: none"> 3. Map showing Station Parade North - loading bays - Harrogate TCF70089085-WSP-TCFHGTRO-DR-PW-10003 4. Map showing Station Parade North - pay and display parking - Harrogate TCF70089085-WSP-TCFHGTRO-DR-PW-10004 5. Map showing Station Parade North - revocation of traffic regulation orders - Harrogate TCF70089085-WSP-TCFHGTRO-DR-PW-10005 9. Map showing Station Parade Central - no parking - Harrogate TCF70089085-WSP-TCFHGTRO-DR-PW-20001 10. Map showing Station Parade Central - no loading - Harrogate TCF70089085-WSP-TCFHGTRO-DR-PW-20002 11. Map showing Station Parade Central - revocation of traffic regulation order - Harrogate TCF70089085-WSP-TCFHGTRO-DR-PW-20003 12. Map showing Station Parade South - no waiting - Harrogate TCF70089085-WSP-TCFHGTRO-DR-PW-30001 13. Map showing Station Parade South - disabled parking bays - Harrogate TCF 70089085-WSP-TCFHGTRO-DR-PW-30002 14. Map showing Station Parade South - pay and display parking bays - Harrogate TCF70089085-WSP-TCFHGTRO-DR-PW-30003 <p>Missing from published folder 70089085-WSP-TCFHGTRO-DR-PW-30004)</p> <p>Alteration to existing layout to amend provisions on Station Parade this includes amendments to the below restrictions:</p> <ul style="list-style-type: none"> • Waiting restrictions • Loading Restrictions • Designated areas for loading and unloading • Disabled Bays • Designated Parking Bays
Harrogate Prescribed Routes TRO	
<p>STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER:</p>	<p>The North Yorkshire Council as the traffic authority for North Yorkshire considers that it is expedient to make the traffic regulation order: -</p> <ol style="list-style-type: none"> (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, (b) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), <p>The proposals will help to create a safer environment which could be considered more conducive to safer active travel for more vulnerable road users (including pedestrians and cyclists)</p>

PROPOSED LOCATION:	<p>Proposed Location: Station Bridge' to 'Station Parade', Harrogate</p> <p>(Drawing 15.Map showing Station Parade South - prescribed routes - Harrogate TCF: 70089085-WSP-TCFHGTRO-DR-TM-30011)</p>
Harrogate Prohibited Turning Movements TRO	
STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER:	<p>The North Yorkshire Council as the traffic authority for North Yorkshire considers that it is expedient to make the traffic regulation order: -</p> <p>(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising,</p> <p>(b) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians),</p> <p>The proposals will help to create a safer environment which could be considered more conducive to safer active travel for more vulnerable road users (including pedestrians and cyclists)</p>
PROPOSED LOCATION:	<p>Proposed Location: 'Cheltenham Parade' to 'Station Parade', 'Station Parade' to 'Cheltenham Parade', 'Private Road to Rear of Bus Station' to 'Station Parade' and 'Commercial Street to Station Parade' to 'Station Parade', Harrogate</p> <p>(Drawing 7.Map showing Station Parade North - prohibited turn movements - Harrogate TCF: 70089085-WSP-TCFHGTRO-DR-TM-10012)</p>
Harrogate Prohibition of Traffic TRO	
STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER:	<p>The North Yorkshire Council considers that it is expedient to make this TRO on grounds (a and c) above, having taken into account its duty under Section 122(1) of the 1984 Act, for the following reasons:</p> <ul style="list-style-type: none"> - To prevent parking and waiting in areas that would compromise road safety or adversely or detrimentally affect traffic management. - To restrict vehicular traffic to improve pedestrian safety and protect vulnerable road users
PROPOSED LOCATION:	<p>Proposed location: Petergate to Station Parade, Station Square, Road Rear of James Street and Princes Street, Harrogate</p> <p>NO DRAWING PUBLISHED</p>

Equality impact assessment (EIA) form: evidencing paying due regard to protected characteristics

(Form updated October 2023)

Harrogate Transforming Cities Fund proposals: Traffic Regulation Order

If you would like this information in another language or format such as Braille, large print or audio, please contact the Communications Unit on 01609 53 2013 or email communications@northyorks.gov.uk.



যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھئے۔

Equality Impact Assessments (EIAs) are public documents. EIAs accompanying reports going to Councillors for decisions are published with the committee papers on our website and are available in hard copy at the relevant meeting. To help people to find completed EIAs we also publish them in the Equality and Diversity section of our website. This will help people to see for themselves how we have paid due regard in order to meet statutory requirements.

Name of Directorate and Service Area	Environment – Highways & Infrastructure
Lead Officer and contact details	Matt.roberts@northyorks.gov.uk Economic & Regeneration Project Manager
Names and roles of other people involved in carrying out the EIA	Tania Weston – TCF Programme Manager Richard Binks, Head of Major Projects & Infrastructure
How will you pay due regard? e.g. working group, individual officer	Project Team
When did the due regard process start?	Project initiation – September 2019

Section 1. Please describe briefly what this EIA is about. (e.g. are you starting a new service, changing how you do something, stopping doing something?)

A previous EIA looked at the impact of proposed new transport infrastructure under the Transforming Cities Fund in Skipton, Selby & Harrogate and was then updated to take into account the third public consultation for the Harrogate TCF scheme.

This latest update considers any potential impacts in relation to consultation on the proposed Traffic Regulation Order (TRO) amendments for the TCF scheme in Harrogate.

Section 2. Why is this being proposed? What are the aims? What does the authority hope to achieve by it? (e.g. to save money, meet increased demand, do things in a better way.)

The Transforming Cities fund is an initiative funded by Department for Transport aimed at driving economic growth through sustainable and inclusive access to employment and education opportunities. The aim is to deliver an improved Station Gateway in Harrogate (and also Skipton and Selby) with enhanced access for pedestrians & cyclists, balanced with the needs of car users to encourage more people to use public transport and to access public transport by sustainable travel modes. Safety, accessibility and security for all are also considerations.

Section 3. What will change? What will be different for customers and/or staff?

The proposals seek to make changes to how people access the rail/bus stations and the surrounding streets with the introduction of a cycle lane, widening of footways, new one-way traffic flows, and improved public spaces. Users will experience easier, safer and quicker routes to travel by sustainable means. This will encourage more people to travel in this way and open up more opportunities to education, training and employment. The area around the bus and rail stations will encourage people to stay in town longer, contributing to improved spend in the town centre.

The TRO amendments would formalise the proposed alterations to current road regulations in Harrogate town centre, namely:

Station Parade North

- A one-way southbound traffic restriction on Station Parade North.
- A southbound bus lane on the east side of Station Parade North.
- The prohibition of turning left from Commercial Street and Cheltenham Parade on to Station Parade.
- The prohibition of a right turn from the Network Rail land to the rear of the bus station on to Station Parade.
- Parking and waiting prohibitions with exemptions – including new provision for disabled badge holders.
- Revocations of previous TROs.

Station Parade Central

- Parking and waiting prohibitions with exemptions – including new provision for disabled badge holders.
- The prohibition of loading/unloading between 7:30am to 9:30am and 4pm to 6pm.
- Revocations of prior TROs.

Station Parade South

- A prescribed route from Station Bridge in a south-westbound direction at its junction with Station Parade.

Section 4. Involvement and consultation (What involvement and consultation has been done regarding the proposal and what are the results? What consultation will be needed and how will it be done?)

The TRO proposals have been subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The enabling Traffic Regulation Orders (TRO) were advertised for public comment in the local press, published on North Yorkshire Council's website and by means of a legal notice placed on the relevant street in accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations. The TROs were advertised for public comment on 25 July 2024. The last date for receipt of objections was July 26th August 2024. Ahead of this consultation the Harrogate Disability Forum was directly consulted on the TROs. Six responses were received specific to the proposed TROs.

However, the proposals have been developed using around 4,500 responses received across three consultation stages in addition to face-to-face drop-in days, business meetings/updates, stakeholder focus groups and online question & answer sessions. Reports on all three consultations can be found here: <https://www.yourvoice.westyorks-ca.gov.uk/harrogate>

Section 5. 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.

The scheme is largely funded by DfT. However, the council will be contributing £1.05 million. It is anticipated that the maintenance impact will be modest as much of the infrastructure replaces older infrastructure.

Section 6. How will this proposal affect people with protected characteristics?	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
Age		X		<p>Harrogate an older than average age profiles, with an average age of 41.2 years old. 23.4% of the district population is aged 65+ compared to 22.4% nationally (Census). The district's population is ageing rapidly; with a forecast 49% increase in people (17,800) aged over 65 by 2035. However, it has proportionately more children and teenagers than North Yorkshire generally.</p> <p>New infrastructure has been designed to comply with current best practice standards and legislation facilitating accessibility by all.</p> <p>Whilst some feedback has suggested a concern that those in higher age categories may rely on cars to travel, the proposals</p>

				retain access and parking. The amount of blue badge parking is being maintained. Whilst there is a reduction in other parking Harrogate town centre is recognised to have more than sufficient parking within or close to the project area.
Disability		X		<p>16.1% identified as being disabled (Census 2021), below the England average of 17.3%. Similarly more residents than average described their health as "very good" or "good", both slight.</p> <p>Harrogate is the least deprived part of North Yorkshire and has the highest life expectancy in the county, but has some areas of disadvantage leading to worse health outcomes and there is an 11 year gap in life expectancy between wards (JSNA 2019).</p> <p>During consultation and engagement it was pointed that the lack of public transport for some people meant a greater reliance on private cars or taxis. The scheme improves the environment for people with disabilities via:</p> <ul style="list-style-type: none"> •New areas of dropped kerbs with tactiles •Speed tables introduced around the crossing points, reducing vehicle speed approaches •Additional crossing points on the northern section of Station Parade •Less bollards in the square •Crossing distances reduced where possible •Waiting times reduced at crossing signals. •Tonal differences in primary paving areas with the Yorkstone flags and Granite Kerbs •Footway widths mostly around 2m in line with the Inclusive mobility docs. <p>Blue badge spaces are to be removed opposite the bus station. However there will be two new bays on northern section and three new bays in the car park opposite.</p> <p>Overall numbers remain the same in the area – arguably improved in terms of distribution and ease of parking. On-street bays (including on the southern part of Station Parade) have space behind for rear loading accessible vehicles.</p> <p>Engagement with disability groups will continue throughout the scheme's</p>

				development and after completion to understand impacts.
Sex	X			Consultation feedback highlighted a need to ensure people feel safe in the area, especially in the evening/nighttime and in the One Arch area. This feedback was raised especially in relation to those people with protected characteristics, especially lone women, who might feel more vulnerable in public spaces. A Designing Out Crime approach has been taken. The design has considered sight lines and lighting to ensure that people feel safe.
Race	X			New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all.
Gender reassignment	X			New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all in improving the perceptions of safety for transgender, gender queer, and non-binary people and communities.
Sexual orientation	X			New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all.
Religion or belief	X			New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all. There are a number of places of worship close to the project area. Improving access generally is likely to improve access for those using these buildings.
Pregnancy or maternity	X			New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all. Wider pavements will provide more space for those walking through the area, whilst public realm enhancements will provide more seating enabling those who need to stop and rest more easily in this area.
Marriage or civil partnership	X			New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all.

Section 7. How will this proposal affect people who...	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
..live in a rural area?	X			The proposals focus on town centres, whilst the towns and the stations service wider rural hinterlands where car travel may be necessary the proposals will not remove the ability to access the town centres and

				<p>stations by car or park in the near vicinity. If the aims of the project of encouraging shifts to sustainable transport are met, then access for those from more rural areas may improve.</p> <p>The project is unlikely to affect those in rural areas as it will not result in change to public transport provision. It may however, provide a more sustainable opportunity for those at last mile journeys from arrival at the bus or rail station.</p>
...have a low income?		X		Provision of new infrastructure enabling easier lower cost cycling and walking access is anticipated to benefit those on lower incomes who are less likely to access to a car, by providing better access to more opportunities to education, training and employment.
...are carers (unpaid family or friend)?	X			Carers who travel by motor vehicle are anticipated to experience the same impacts to journeys as the rest of the population. It may be that some find that active and sustainable travel modes become easier as a result of the changes.
..... are from the Armed Forces Community	X			No impact identified

Section 8. Geographic impact – Please detail where the impact will be (please tick all that apply)

North Yorkshire wide	
Craven	
Hambleton	
Harrogate	X
Richmondshire	
Ryedale	
Scarborough	
Selby	
If you have ticked one or more areas, will specific town(s)/village(s) be particularly impacted? If so, please specify below.	
Harrogate Town	

Section 9. Will the proposal affect anyone more because of a combination of protected characteristics? (e.g. older women or young gay men) State what you think the effect may be and why, providing evidence from engagement, consultation and/or service user data or demographic information etc.

The proposals will not affect those with a combination of protected characteristics more.

Section 10. Next steps to address the anticipated impact. Select one of the following options and explain why this has been chosen. (Remember: we have

Tick option chosen

an anticipatory duty to make reasonable adjustments so that disabled people can access services and work for us)	
1. No adverse impact - no major change needed to the proposal. There is no potential for discrimination or adverse impact identified.	X
2. Adverse impact - adjust the proposal - The EIA identifies potential problems or missed opportunities. We will change our proposal to reduce or remove these adverse impacts, or we will achieve our aim in another way which will not make things worse for people.	
3. Adverse impact - continue the proposal - The EIA identifies potential problems or missed opportunities. We cannot change our proposal to reduce or remove these adverse impacts, nor can we achieve our aim in another way which will not make things worse for people. (There must be compelling reasons for continuing with proposals which will have the most adverse impacts. Get advice from Legal Services)	
4. Actual or potential unlawful discrimination - stop and remove the proposal – The EIA identifies actual or potential unlawful discrimination. It must be stopped.	
Explanation of why option has been chosen. (Include any advice given by Legal Services.)	
<p>The designs and TROs are not considered to have any adverse impacts on people with protected characteristics. The decision to complete a full EIA at this stage was based on feedback as part of the consultation process. This highlighted some areas that need careful consideration at full design stage to ensure that they do not disadvantage those people with mobility related characteristics.</p> <p>As the design process has progressed feedback has resulted in regular review of the designs and amendments to take concerns into account.</p>	

Section 11. If the proposal is to be implemented how will you find out how it is really affecting people? (How will you monitor and review the changes?)

A monitoring and evaluation plan is being developed that will seek to collect a range of qualitative and quantitative data. Direct consultation with Harrogate Disability Forum will take place post-scheme.

Section 12. Action plan. List any actions you need to take which have been identified in this EIA, including post implementation review to find out how the outcomes have been achieved in practice and what impacts there have actually been on people with protected characteristics.

Action	Lead	By when	Progress	Monitoring arrangements
Review parking changes as part of preliminary design ensuring equivalent provision is available	Project Manager	TRO consultation	Complete	Monthly project team meetings
Ensure any changed taxi parking is equally or more accessible than current if this is required	Project Manager	TRO consultation	Complete	Monthly project team meetings

Identify opportunities for accessible toilet facilities	Project manager	Final design	Complete	Monthly project team meetings
Review proposals to ensure safe segregation of users	Project manager	Final design	Complete	Monthly project team meetings
Engage further with disability groups to maximise opportunities and address concerns	Project manager	End of initial post-completion monitoring	Ongoing	Quarterly

Section 13. Summary Summarise the findings of your EIA, including impacts, 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 proposals are at a detailed design stage and have completed three rounds of public consultation in addition to the statutory TRO consultation. The intent of the scheme is to improve accessibility to and within the town centres and the design philosophy has been to comply with current legislation, relevant standards and best practice and to seek to incorporate views received. The action plan developed will be maintained and evolve through the next design phase and subsequent stakeholder engagement and ensure that concerns can be addressed.

The provision of quality streets and public realm, with more walking and cycling is likely to help promote a sense of safety and place more "eyes on the streets", contributing to deterring crime and reducing fear of crime. This is more likely to benefit people who are more at risk of crime, typically women, young people, older people and those with disabilities, but also LGBTQI+ people and people of different ethnic and/or belief who can be targets of hate crime.

Section 14. Sign off section

This full EIA was completed by:

Name: Matt Roberts

Job title: Economic and Regeneration Project Manager

Directorate: Highways and Infrastructure

Signature: M Roberts

Completion date: 27/11/2024

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 28/11/2024

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

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 in the summary section of the form below.

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

Title of proposal	Proposed Traffic Regulation Orders for Harrogate Station Gateway Transforming Cities fund
Brief description of proposal	Amend existing and introduce new Traffic Regulation Orders (TROs) in order to be able to deliver the Harrogate TCF project.
Directorate	Environment
Service area	Major Projects & Infrastructure
Lead officer	Tania Weston
Names and roles of other people involved in carrying out the impact assessment	Matt Roberts
Date impact assessment started	July 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 is to deliver improved infrastructure, including public realm, around the bus and railway stations, with enhanced access for pedestrians, balanced with the needs of other users, to encourage more people to use public transport and to access public transport by sustainable travel modes. Safety and security for all are also considerations. TROs are needed to implement the changes.

The nature of the TROs needed have been considered including the type and extent of any potential restrictions to parking and loading, and the impacts these might have. Other potential options were considered when earlier TROs proposed for the previous scheme design.

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 costs associated with the proposed TRO changes will be funded from the Harrogate TCF budget which is funded by the Department for Transport with allocated match from the council. Ongoing maintenance will be funded from existing revenue budgets.

<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</p>	<p>No impact</p>	<p>Negative impact</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>Ultimately the changes proposed should reduce emissions through a shift towards active and sustainable modes.</p> <p>Initially, changes to the road layout could lead to additional distances travelled by vehicles to find parking/loading spaces. It is expected that this will reduce as those travelling become familiar with the new layout.</p>	<p>Publicity to make those travelling aware of highway changes, including benefits of sustainable modes and signposting to nearest car parks.</p>	
	<p>Emissions from construction</p>			<p>X</p>	<p>Construction activity generates emissions. However,</p>	<p>Efforts will be made to reduce the impact as much as possible through a construction management plan, with waste material reduction and recycling and best practice measure in place.</p>	<p>Opportunities for re-use of materials will be explored.</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</p>	<p>No impact</p> <p><small>(Place a X in the box below where relevant)</small></p>	<p>Negative impact</p> <p><small>(Place a X in the box below where relevant)</small></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>	
	Emissions from running of buildings		X		n/a		
	Other		X		n/a		
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		X	X	<p>Construction activity generates waste however this will be minimised and opportunities to re-use materials taken.</p>	<p>Efforts will be made to reduce the impact as much as possible through a construction management plan, with waste material reduction and recycling and best practice measure in place.</p>		
<p>Reduce water consumption</p>				n/a			

<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</p>	<p>No impact</p>	<p>Negative impact</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 pollution (including air, land, water, light and noise)</p>	<p>X</p>		<p>X</p>	<p>Ultimately the changes proposed should reduce pollution through a shift towards active and sustainable modes.</p> <p>Initially, changes to the road layout could lead to additional distances travelled by vehicles to find parking/loading spaces with potential impacts on air pollution. It is expected that this will reduce as those travelling become familiar with the new layout.</p>	<p>Publicity to make those travelling aware of highway changes, including benefits of sustainable modes and signposting to nearest car parks.</p>	<p>New signal co-ordination will also seek to reduce congestion and emissions.</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 proposed TRO changes in themselves are unlikely to have any impact. The TCF scheme overall is expected to have a small positive impact by making it easier to switch to more sustainable transport modes.</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</p>	<p>No impact <small>(Place a X in the box below where relevant)</small></p>	<p>Negative impact <small>(Place a X in the box below where relevant)</small></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>The TROs will have no impact.</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>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.

A Construction Management Plan will seek to ensure good practice environmental standards.

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.

Overall neutral impact – any negative impacts are likely to be temporary, occurring during the construction period, with positive impacts anticipated through longer-term travel changes using sustainable modes.

Sign off section

This climate change impact assessment was completed by:

Name	Tania Weston
Job title	TCF Programme Manager
Service area	Major Projects and Infrastructure
Directorate	Environment
Signature	Tania Weston
Completion date	27/11/2024

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

Date: 28/11/2024