

North Yorkshire Council

Environment Executive Members

24 January 2025

Knarborough Cycle Network Development – Prioritisation Outcomes

Report of the Assistant Director – Highways and Infrastructure

1.0 PURPOSE OF REPORT

- 1.1 To update on the outcomes of the Knarborough Cycle Network prioritisation assessment and recommend next steps as part of stage 5 of the Harrogate Cycling Infrastructure Plan.

2.0 SUMMARY

- 2.1 Officers have developed and prioritised a series of priority corridors within Knarborough that should make the basis for developing a cohesive and holistic network. The work has been completed following the Technical Guidance provided for Local Authorities by the Department for Transport (DfT) when producing Local Walking and Cycling Infrastructure Plans (LCWIP).
- 2.2 The next steps include beginning an engagement process with key stakeholder which officers recommend commencing so that implementation and integration in accordance with stage 6 of the LCWIP process can start.

3.0 BACKGROUND

- 3.1 In 2017 North Yorkshire County Council (NYCC) commissioned WSP to develop a Cycling Infrastructure Plan (CIP) for Harrogate (HCIP). The plan was created to operate as the basis for future bid work, influence junction design and highway schemes, and guide new development and developer contributions in creating a cohesive and safe cycle network.
- 3.2 The report identified and developed four priority corridors in 2019. The development of these corridors included initial designs, high-level costs, and economic benefits. The HCIP report recommended that additional corridors be taken forward for further development and these corridors should be identified using appropriate stakeholder engagement.
- 3.3 In early 2021 NYCC officers started to look at additional corridors in partnership with Harrogate District Cycle Action (HDCA) given their knowledge and experience in using the local cycling network, with the aim of developing short-, medium- and long-term priorities as per stage 5 of the Local Cycling and Walking Infrastructure Plan (LCWIP) process. Stage five of the process is Prioritising Improvements: Prioritise improvements to develop a phased program for future investments.
- 3.4 In February 2024 the scope of the work was expanded to include Knarborough within the same methodology as the Harrogate assessment, to ensure alignment with the original HCIP report.

4.0 KNARESBOROUGH CYCLE PRIORITY ASSESSMENT OUTCOMES

4.1 Following the expansion of the prioritisation methodology outlined to BES Executive Members in May 2022 to Knaresborough, Officers completed an assessment of 87 individual potential corridors across Knaresborough.

4.2 Each corridor was assessed using 16 criteria, outlined in the LCWIP guidance, which covered:

Effectiveness	Forecast increase in the number of cycle trips
	Importance to network
	Populations served
	Key destinations served
Policy alignment	Improvement in road safety
	Air quality impact
	Schools
	Supports other schemes
	Visitor attractions
	Development sites
	Alignment with Walking Infrastructure Plan priorities
Deliverability	Complexity of construction
	Dependent on other projects/feasibility issues
	Politically acceptable
	Publicly acceptable
	Funding and support

4.3 All corridors were ranked between 1 and 87 based on the assessment, and the top priorities have been given indicative timeframes for delivery. The indicative timeframes are dependent on appropriate funding becoming available.

4.4 There are items that occur within the top priorities, which although ranking outside the top 20 priorities, have been included due to factors that fall outside of the prioritisation methodology. This could be for a variety of reasons, but mainly local factors obtained from the stakeholders consulted.

4.5 The LCWIP guidance recommends that infrastructure improvements are prioritised into three categories:

Short Term	(Typically, under <3 years) schemes which can be implemented quickly or are under development
Medium Term	(Typically, <5 years) comprising improvements where there is a clear intention to act, but delivery is dependent on further funding availability or other issues (eg detailed design, securing planning permissions, land acquisition)
Long Term	(Typically, >5 years) more aspirational improvements or those awaiting a defined solution

4.6 The LCWIP guidance also suggests that a high-level appraisal should be undertaken to help identify which improvements will be more likely than others to present value for money. The top priority schemes have all been assessed using the Active Mode Appraisal Tool (AMAT) to provide an indicative Benefit Cost Ratio (BCR). It must be noted that the BCR has only considered cycle benefits and does not take account of any pedestrian or wider benefits. The estimated scheme costs, to enable a 'light' Value for Money (VfM) assessment to be undertaken, are derived from previous cost rates and studies and include appropriate risk provision, preliminary charges, and design costs.

4.7 The proposed cycle priorities will be shown in Appendix A and are as follows:

Time Frame	Corridor	Cost Assessment	High Level BCR	Comments
Short	A59 Harrogate Road	Medium	Awaiting current design work	AAC funded design work being completed
	A59 River Nidd Bridge	Low	Awaiting current design work	AAC funded design work being completed
Medium	King James Road	Medium	0.21	
	Farfield Avenue	Low	1.15	Potential future funding options
	Aspin Park Drive	Low	1.65	Potential future funding options
	Aspin Lane (Crag Lane to Aspin Park Drive)	Low	1.15	Potential future funding options
Long	Railway Path	High	2.24	Concept outlined in A59 Multimodal Improvement Study.
	B6164 Grimbald Crag Way	High	1.19	
	Chain Lane	Medium	1.57	
	A59 York Road (Chain Lane to Manse Lane)	Medium	1.02	Concept outlined in A59 Multimodal Improvement Study
	A59 York Road (Manse Lane to Roundabout)	Medium	0.99	Concept outlined in A59 Multimodal Improvement Study

4.8 The list represents the priority routes NYC should focus on going forward in terms of developing feasibility studies, detailed designs, and construction. Clearly, the timeframes are dependent on appropriate funding becoming available.

5.0 NEXT STEPS

- 5.1 The LCWIP guidance states that stage 5 (prioritising improvements) should be shared with appropriate relevant stakeholders and time should be taken to collect the views of all parties who may be interested or impacted.
- 5.2 Whilst we have assessed routes against a set of criteria, many are still aspirational and lack sufficient detail to enable us to meaningfully engage with the public, therefore officers believe that engagement only with key stakeholders at this point will ensure that the direction of travel for this piece of work remains on track. Clearly, should any scheme be developed over time, wider consultation will be undertaken.
- 5.3 Similar to the outputs of the Harrogate Cycle Network Development – Prioritisation Outcomes, it is proposed that key external stakeholders and internal officers are approached, and feedback obtained. Whilst engagement with stakeholders gets underway, any priorities that can be developed, such as the work on the A59, should continue to be progressed.
- 5.4 Improving cycle infrastructure, starting with a pipeline of schemes, in both Harrogate and Knaresborough will encourage more cycling trips, aligning with the long standing ‘Cycling Walking Investment Strategy’ (CWIS) ambitions and the vision set out within ‘Gear Change’.

6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 Officers considered using consultants to complete the stage five work but decided to use the expertise in house to avoid further consultant charges on the HCIP work.

7.0 FINANCIAL IMPLICATIONS

- 7.1 The completed priority list will provide the blueprint for developing cycle schemes, influencing active travel bidding opportunities. However, at this stage there are no financial implications for NYC apart from Officer time to complete the work.

8.0 LEGAL IMPLICATIONS

- 8.1 These assessments are produced in the Council's function as the Highway Authority and have been carried out in broad accordance with the Governments suggested Local Cycling and Walking Infrastructure Plans Technical Guidance for Local Authorities (April 2017) as well as LTN 1/20 – Cycle Infrastructure Design (July 2020).
- 8.2 Consideration will be given to equalities issues which is pertinent to these plans at the appropriate times.

9.0 EQUALITIES IMPLICATIONS

- 9.1 Consideration has been given to the potential for any adverse equality's impacts arising from the recommendations. It is the view of officers that the recommendations in this report do not have any adverse impacts on any of the protected characteristics identified in the Equalities Act 2010 or NYC's additional agreed characteristics. The completed Equalities Impact Assessment screening form can be found in Appendix B. It is worth noting that should any schemes or priorities be progressed then a full Equalities Impact Assessment will be required.
- 9.2 Any schemes that are taken forward will support a transport system fit for all users using the design guidance outlined in LTN 1/20. Schemes developed to this standard should make walking and cycling routes more accessible and inclusive and therefore have a positive impact on people with reduced mobility.

10.0 CLIMATE CHANGE IMPLICATIONS

- 10.1 Consideration has been given to any potential impacts both negative and positive on climate change arising from the recommendations made in this report. A complete climate change assessment can be found in Appendix C and it is the view of officers that the approval of this report will not have a direct climate change impact.
- 10.2 Although this report does not have any identified direct impacts on climate change, should any schemes be developed further they will need to be assessed accordingly.

11.0 CONCLUSIONS

- 11.1 Officers recommend commencing work on the engagement of key stakeholders to seek views on the emerging priorities to progress to stage 6 of the LCWIP process which embeds this work onto local planning and transport policies, strategies, and delivery plans.
- 11.2 Having a clear view of which schemes to develop further will be key when future funding opportunities become available to develop a coherent and holistic network.

12.0 REASONS FOR RECOMMENDATIONS

- 12.1 The LCWIP guidance suggests that stage 5 of the process should be shared with relevant stakeholders and time should be taken to collect the views of parties who may be interested or impacted, with the opportunity given for people to express their views.
- 12.2 Efforts to improve walking, wheeling, and cycling within North Yorkshire align with the Cycling Walking and Investment Strategy (CWIS 1&2), the Gear Change vision and decarbonisation and net zero ambitions.

13.0 RECOMMENDATION

- 13.1 It is recommended that the Corporate Director – Environment, in consultation with the Executive Member for Highways and Transportation note the contents of this report and approve the engagement of key stakeholders on the Knaresborough Cycle Network prioritisation outcomes and collect views on the emerging priorities.

APPENDICES:

- Appendix A – Knaresborough Priorities Map
Appendix B – EIA Screening Form
Appendix C – CCIA Screening Form

BACKGROUND DOCUMENTS:

- *Local Transport Note 1/20: Cycle Infrastructure Design* produced by the Department for Transport in July 2020
- *Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities* produced by the Department for Transport in April 2017
- *CWIS 1&2: The First and Second Cycling and Walking Investment Strategy*. Policy paper published under the 2019-2022 Johnson Conservative government.
- *HCIP Phase 2 Report* produced by North Yorkshire Council in May 2019
- *HCIP Phase 1 Report* produced by North Yorkshire Council in May 2019
- *A59 Multimodal Improvement Study* produced by North Yorkshire Council in June 2021

Karl Battersby
Corporate Director – Environment
County Hall
Northallerton
02/01/2025

Report Author – Nathan Harding – Transport Planning Officer (Projects)
Presenter of Report – Louise Anne Neale – Team Leader Transport Planning

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

Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Environment		
Service area	Highways and Transportation		
Proposal being screened	Knaresborough Cycle Network Development – Prioritisation Outcome		
Officer(s) carrying out screening	Nathan Harding		
What are you proposing to do?	Report on the prioritisation outcomes for Knaresborough		
Why are you proposing this? What are the desired outcomes?	Approval of this document will help us to be in a better position to obtain funding from various sources towards the outlined schemes.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		✓	
Disability		✓	
Sex		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
Are from the Armed Forces Community		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.	Unknown at this stage, this process will look to prioritise segments in principle. There would be further requirement for the EIA as part of the detailed design and delivery process		

APPENDIX B

<p>Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.</p>	<p>No</p>			
<p>Decision (Please tick one option)</p>	<p>EIA not relevant or proportionate:</p>	<p><input checked="" type="checkbox"/></p>	<p>Continue to full EIA:</p>	
<p>Reason for decision</p>	<p>No adverse impact on any of the protected characteristics.</p>			
<p>Signed (Assistant Director or equivalent)</p>	<p>Barrie Mason</p>			
<p>Date</p>	<p>06/01/2025</p>			

Initial Climate Change Impact Assessment (Form created August 2021)

The intention of this document is to help the council to gain an initial understanding of the impact of a project or decision on the environment. This document should be completed in consultation with the supporting guidance. Dependent on this initial assessment you may need to go on to complete a full Climate Change Impact Assessment. The final document will be published as part of the decision-making process.

If you have any additional queries, which are not covered by the guidance please email climatechange@northyorks.gov.uk

Title of proposal	Knaresborough Cycle Network Development – Prioritisation Outcomes
Brief description of proposal	To report the outcomes of the Knaresborough Cycle Network prioritisation assessment and recommend the next steps
Directorate	Environment
Service area	Highways and Transportation
Lead officer	Nathan Harding
Names and roles of other people involved in carrying out the impact assessment	

APPENDIX C

The chart below contains the main environmental factors to consider in your initial assessment – choose the appropriate option from the drop-down list for each one.

Remember to think about the following;

- Travel
- Construction
- Data storage
- Use of buildings
- Change of land use
- Opportunities for recycling and reuse

Environmental factor to consider	For the council	For the county	Overall
Greenhouse gas emissions	No effect on emissions	No Effect on emissions	No effect on emissions
Waste	No effect on waste	No effect on waste	No effect on waste
Water use	No effect on water usage	No effect on water usage	No effect on water usage
Pollution (air, land, water, noise, light)	No effect on pollution	No effect on pollution	No effect on pollution
Resilience to adverse weather/climate events (flooding, drought etc)	No effect on resilience	No effect on resilience	No effect on resilience
Ecological effects (biodiversity, loss of habitat etc)	No effect on ecology	No effect on ecology	No effect on ecology
Heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape

If any of these factors are likely to result in a negative or positive environmental impact then a full climate change impact assessment will be required. It is important that we capture information about both positive and negative impacts to aid the council in calculating its carbon footprint and environmental impact.

APPENDIX C

Decision (Please tick one option)	Full CCIA not relevant or proportionate:	✓	Continue to full CCIA:	
Reason for decision	The output of the prioritisation exercise is a series of priorities to take forward for potential development. This exercise does not have any identifiable impact on climate change however further phases of this work will need to be assessed especially at construction stages.			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	06/01/2025			