

# North Yorkshire Council

## Harrogate and Knaresborough Area Committee

20 March 2025

### Harrogate and Knaresborough Active Travel updates

#### Report of Corporate Director of Environment

#### **1.0 PURPOSE OF THE REPORT**

- 1.1 To advise the committee of progress to date on the delivery of active travel schemes within Harrogate and Knaresborough.

#### **2.0 UPDATE REQUEST**

- 2.1 Following an officer presentation at September 2024 Harrogate and Knaresborough Constituency to update committee members on progress and expected delivery of Active Travel schemes across Harrogate and Knaresborough, officers are now providing a further update on progress since the last meeting. Details of expected delivery dates and associated budgets available can be found in Appendix A.
- 2.2 For background and overview of the schemes please refer to the September 2024 H & K Area Committee report attached as background paper.

#### **3.0 OATLANDS AND WETHERBY ROAD CROSSINGS**

- 3.1 The detailed design and costings for the scheme have now been completed. The informal consultation for the Traffic Regulation Orders was between 27 January and 18 February 2025. Officers consulted on creating a 20mph zone on Oatlands Drive and Park Edge (surrounding residential streets had already been consulted upon as part of the wider 20mph works), adding traffic calming in the form of speed cushions between Slingsby Walk and York place, and adding Double Yellow Lines to the Eastern Side of Oatlands Drive.
- 3.2 The TRO modifications will also need to be formally advertised for a period of three weeks after the informal consultation responses have been considered and any required changes implemented.
- 3.3 Since a range of responses to the proposals have been received during the informal consultation exercise, it is anticipated that a further report to the Corporate Director, Environment and the Executive Member, Highways and Transportation is expected to be needed to consider the objections before the works can be implemented.

#### **4.0 HARLAND WAY**

- 4.1 An initial phase of works on the Harland Way has now been completed. The vegetation at the sides of the path has been cleared along its full length, and improvements to drainage have been made throughout. The path has been widened to a consistent width of approximately 2.75m, and stone has been imported and reprofiled to improve the surface and drainage. However, due to bad weather conditions in January including heavy snow fall and compacted ice, the contractor had to pull off site temporarily.

- 4.2 The next phase of work will be to complete the stoning up and reprofiling of the remaining 25% of the path along with any remedial works arising from poor weather. The final surfacing will involve spreading a layer of granite dust over the cycleway which will then be compressed to provide a smooth running surface. The works need to be completed in fine weather to avoid materials spoiling, so are currently unprogrammed but anticipated to be completed by Q1 25.

## **5.0 ACTIVE TRAVEL FUND (ATF) 2 – VICTORIA AVENUE**

- 5.1 Detailed design has been completed and the works have been tendered. The contract was awarded early February with works to commence in March 2025. Works are anticipated to be completed by July 2025.
- 5.2 A potential phase two of the works is subject to additional funding being awarded, details of future funding opportunities to bid for are still unknown to date.
- 5.3 A feasibility study for a central bi-directional cycle track is currently in development, once the outcomes of this study are known they will be presented to Environment Executive and next steps agreed.

## **6.0 BILTON CROSSING**

- 6.1 This is a crossing point requested by cycle groups. Design was prepared and locals were consulted on this, safety issues were highlighted which prompted a Road Safety Assessment (RSA) to be completed. To mitigate the issues raised in the report further land will be required, whilst it is believed this is NYC land, this does require further work and possible additional costs. Alternatives have been identified and will be discussed with the local member.

## **7.0 KILLINGHALL- GREENWAY BUILD OUT**

- 7.1 A discussion has taken place with the local member regarding the proposal. An informal engagement exercise has taken place, concerns have been raised regarding the on-street parking in the area and displacement of these. Alternatives are being considered and will be discussed in more detail with the local member.

## **8.0 OTLEY ROAD SUSTAINABLE TRANSPORT MEASURES/NPIF**

- 8.1 Following the decision by former NYCC BES Executive Members to re-allocate the remaining funding from the National Productivity Investment Fund (NPIF) to a package of 'Sustainable Transport Measures' for the West of Harrogate, design works for ten individual schemes have commenced and next steps for delivery have been identified. This is a package of ten separate projects each on their own timelines with varying consultation requirements.
- 8.2 Cold Bath Road Signals Upgrades  
Implementation of the signals upgrades does not require consultation. It is intended to link the signals at this junction with Pannal Ash Road. Design work has now been completed but following costing it was concluded that the works will need to be tendered. This process will commence in March 2025.
- 8.3 Otley Road Bus Stop Upgrades  
The works have now had outline costings prepared. The next stage is a site walkover with the local Councillor and consultation with residents. Once this has concluded works can then be ordered. Delivery timescale is dependent on lead times for live update signage and contractor availability and the outcome of the consultation.

- 8.4 Cold Bath Road 20mph  
Designs complete. Informal consultation on TRO's between 10 February and 02 March.  
The TRO modifications will also need to be formally advertised for a period of three weeks after the informal consultation responses have been considered and any required changes implemented.  
The TRO process timescales depend on whether objections are received.
- 8.5 Access Arrangements at Falcon Chiropractic  
The signals upgrades will be completed early in the 25/26 financial year.
- 8.6 Crossing point Western Primary School  
Designs complete. Informal consultation on TRO's between 10<sup>th</sup> February and 2<sup>nd</sup> March.  
The TRO modifications will also need to be formally advertised for a period of three weeks after the informal consultation responses have been considered and any required changes implemented  
The TRO process timescales depend on whether objections are received
- 8.7 Improve Crossing point from PROW Green Lane Ashville College  
Scheme paused and will be considered as part of wider West of Harrogate traffic calming/active travel proposals which NYC consultants APS are currently reviewing.
- 8.8 Review signing for cycle paths.  
This is linked to cycle priority work led by the transport planning team; delivery will be towards end of NPIF program.
- 8.9 20 mph Harrogate Grammar and surrounding streets  
Design completed, TRO informal consultation programmed for 24 February to 16 March.  
The TRO modifications will also need to be formally advertised for a period of three weeks after the informal consultation responses have been considered and any required changes implemented  
The TRO process timescales depend on whether objections are received.
- 8.10 Cycle parking/improved public realm Cold Bath Road  
Requires planning permission so delivery would be towards end of the overall NPIF program. Feasibility work is still ongoing.
- 8.11 Patching/resurfacing Rosset Cycle Path  
Works completed August 2024.
- 9.0 HTIP- HIGHWAYS TRANSPORTATION IMPROVEMENT PLAN**
- 9.1 HTIP2 – Initial briefings have been undertaken within H&T teams. As a consequence, it's been recommended that some additional teams review the draft report. This process will soon conclude, and senior manager briefings will then commence in advance of Member and Committee briefings being planned.
- 10.0 SCHEMES IN DEVELOPMENT**
- 10.1 Bilton to Hornbeam Park - Cycle Route  
Officers attended a design workshop with Sustrans in November to discuss this scheme in detail including routing options, de-risking and improving upon the original concept plans. The workshop was facilitated by Sustrans, on behalf of Active Travel England to support LAs with scheme development. The workshop was attended by NYC officers and consultants working on the Bilton to Hornbeam Park scheme and has influenced the designs going forward.

- 10.1.1 Officers have agreed with the designers to concentrate efforts on the more straightforward elements of the scheme at both the northern and southern extents of the corridor. Traffic surveys are required to inform Traffic modelling for three key junctions within the route as the proposed designs will have an impact on network operation due to the reassignment of road space to cyclists. To support the modelling work, additional surveys will need to be undertaken in a 'neutral month' and must not be concurrent with major roadworks in the immediate area as this would distort the data outputs. These surveys are planned for late February.

#### A59 Missing Link

- 10.2 Design work is currently ongoing. Unfortunately, this is not a straightforward exercise due to the site being very constrained, with limited carriageway width, third party land adjacent to the adopted highway, the narrow listed bridge over the River Nidd, bus stops within the works area and the need to try and abide by LTN 1/20 guidelines all making it difficult to find a deliverable and cost effective solution within the space available. Officers have met with Active Travel England to seek their guidance in January 2025, which was a productive meeting, though concerns remain. Additional traffic and topographical surveys are needed before a preferred solution can be reached.

#### Harrogate Cycle Network Development Prioritisation

- 10.3 A Knaresborough Cycle Network Development – Prioritisation Outcomes report was taken to Environment Executive on 24 January 2025 and approval to engage key stakeholders on the emerging Knaresborough cycle priorities was given. Whilst internal NYC key stakeholders have had sight of the Harrogate priorities, Officers felt that consulting key external stakeholders on both the Harrogate priorities and Knaresborough priorities at the same time was important and as a result held back the engagement on the Harrogate priorities until this most recent approval at Environment Exec. Officers will now seek key stakeholder views on both Harrogate and Knaresborough cycle priorities.

### **11.0 FINANCIAL IMPLICATIONS**

- 11.1 There are no financial implications arising directly as a result of this report as it is for information only. For each scheme, separate reports are submitted when appropriate to ensure the financial implications of each individual project are considered. The approved budgets available for each project and the source of funding has been identified in Appendix A.

### **12.0 LEGAL IMPLICATIONS**

- 12.1 The purpose of this report is for updates only, separate reports are submitted when appropriate to ensure the legal implications of each individual project is considered.
- 12.2 Proposals being developed may require vertical calming measures and as such these would also be subject to consultation as required under The Highways (Road Humps) Regulations 1999.
- 12.3 Several of the proposals within this report will require Traffic Regulation Orders. When designs are complete officers will commence the statutory legal process including consultation on the making and/or amending of any Traffic Regulation Orders currently in place. In making these proposals the Council has had regard to its duty pursuant to Section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient, and safe movement of vehicular and other traffic including pedestrians. Further consideration will be given to this duty when considering the responses to the consultation exercises. If objections are received in relation to the TRO schemes consideration will also need to be given to holding of a public inquiry.

### **13.0 EQUALITIES IMPLICATIONS**

- 13.1 The purpose of this report is for updates only, separate reports are submitted when appropriate to ensure the equalities implications of each individual project is considered.
- 13.2 Consideration has been given to the Council's Public Sector Equality Duty and the potential for any adverse impact arising from the recommendations of this report. Officers believe that the recommended options to deliver from this report do not have any adverse impacts on any of the protected characteristics identified in the Equalities Act 2010 or NYC's additional agreed characteristics. The completed Equalities Impact Assessment screening form can be found in Appendix B.

### **14.0 CLIMATE CHANGE IMPLICATIONS**

- 14.1 The purpose of this report is for updates only, separate reports are submitted when appropriate to ensure the equalities implications of each individual project is considered.
- 14.2 Consideration has been given to the potential for any adverse impacts on climate change arising from the recommendations of this report. A climate change assessment has been completed and included as Appendix C to this report. It is the view of officers that the recommendations included in this report do not have any adverse impacts on Climate change; once the works are implemented there should be a benefit as the measures encourage modal shift away from car use.

### **15.0 RECOMMENDATION**

- 15.1 That the Committee notes the updates provided.

#### **APPENDICES:**

Appendix A – Harrogate and Knaresborough Active Travel Schemes Progress Update  
Appendix B - EIA Screening Form  
Appendix C – Climate Impact Assessment

Karl Battersby  
Corporate Director of Environment  
County Hall  
Northallerton

Author of report: Melisa Burnham, Area Manager, Highways and Transportation.

## Harrogate and Knaresborough Active Travel Schemes Progress

Update: February 2025.

Project	Budget Allocation	Approved funding source	Updates to date	Expected delivery date
Oatlands and Wetherby Crossings	£230,000	26/26 Capital Programme	<ul style="list-style-type: none"> <li>• Initial public consultation held 25<sup>th</sup> April to 12<sup>th</sup> May 24.</li> <li>• As part of this it was identified that one of the land exchange options was not suitable.</li> <li>• A second consultation was required and took place 24<sup>th</sup> June- 14<sup>th</sup> July.</li> <li>• Land dedication legal process was delayed due to the above, but it can now commence. Delivery date is subject to the completion of this process that can't be determined yet.</li> <li>• Works were also delayed due to application to make the stray common land – legal advice was required on this, did not want to risk abortive work. Concluded provided exchange completed in line with Stray Act works could go ahead.</li> <li>• Delivery of crossings requires new and modified traffic regulation orders – two rounds of consultation in line with statutory process, potential need for Exec report if objections received.</li> </ul>	TBC – Q2/Q3 2025 dependant on outcomes of TRO process. TRO process from Jan – March 25.
Harland Way – Resurfacing	£200,000	LTP	<ul style="list-style-type: none"> <li>• Initial phase of siding out/stoning up and works completed Dec 24-Jan 25.</li> </ul>	Q4 24 – Q1 25

Project	Budget Allocation	Approved funding source	Updates to date	Expected delivery date
			<ul style="list-style-type: none"> <li>Second phase to include any remedial works caused by bad weather and completion including surfacing to be completed in better weather.</li> </ul>	
ATF 2 Victoria Avenue - pedestrian improvements	£807,000	Active Travel Fund 2	<ul style="list-style-type: none"> <li>Tender awarded February 2025.</li> <li>Works commencing 17<sup>th</sup> March 2025.</li> </ul>	Q4 24 - Q2 25
Bilton Crossing	TBC	S106 Monies	<ul style="list-style-type: none"> <li>RSA process concluded, designers currently working to resolve issues.</li> </ul>	Q3 25 - Q4 25
Killinghall Build Out	TBC	S106 Monies	<ul style="list-style-type: none"> <li>Designs still in development, concerns raised about parking displacement. Works still in progress with next steps to identify.</li> </ul>	Q3 25 – Q4 25
Otley Road Sustainable Transport Measures	£710,000	National Productivity Investment Fund	<p>Cold Bath Road signals upgrade Design works and pricing by manufacturer complete. Due to value works must be tendered. Tender process to commence March 25. No consultation required for signals upgrades.</p> <p>Otley Road bus stops upgrades Initial site visits have taken place</p> <p>Cold Bath Road 20mph Traffic Regulation Order informal consultation from Feb-March 2025. TRO process timescales depend on whether objections are received</p> <p>Crossing near Falcon Chiropratic Signals team programme has upgrades taking place Q1 2025</p>	<p>Q3 25</p> <p>To be Confirmed (TBC)- Not yet programmed Q3 25 Q1 25</p> <p>TBC - Not yet programmed TBC- Not yet programmed.</p>

Project	Budget Allocation	Approved funding source	Updates to date	Expected delivery date
			<p>Crossing point western primary school TRO informal consultation February/March 25</p> <p>Improved crossing point from PROW Green lane Ashville college. Paused to can be looked at in context of wider west of Harrogate upgrades and traffic calming schemes. Designs to commence imminently. Review signing for cycle paths To tie in with cycle priority work, on pause for now</p> <p>20MPH Arthurs Ave Surrounding streets TRO informal consultation Feb/March 2025</p> <p>Cycle parking/ improved public realm Feasibility stage</p> <p>Resurfacing Rossett cycle path</p>	<p>TBC – Not yet programmed</p> <p>TBC – Not yet programmed</p> <p>TBC- Not yet programmed</p> <p>Works complete august 2024</p>
HTIP- Highways Transportation Improvement Package			<ul style="list-style-type: none"> <li>NYC internal review currently ongoing, to be followed by senior manager briefings &amp; member briefings</li> </ul>	TBC



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	Area 6 Highways Office		
Proposal being screened	Harrogate and Knaresborough Active Travel Updates		
Officer(s) carrying out screening	Melisa Burnham		
What are you proposing to do?	The purpose of this report is to provide an overview of Active travel scheme updates, equality impact assessments will be considered for individual schemes as they are developed.		
Why are you proposing this? What are the desired outcomes?	This report is for information only regarding updates of Active Travel projects, individual projects will be considered in terms of Equality Impact assessments. Over all though the Active travel schemes aim to will encourage more residents to use sustainable modes of transport and as a result will contribute towards numerous council climate change and active travel priorities.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	The report is to advise of progress to date only.		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</b> As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> <li>• To what extent is this service used by particular groups of people with protected characteristics?</li> <li>• Does the proposal relate to functions that previous consultation has identified as important?</li> <li>• Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.</p>			
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		✓	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (for example, disabled people's access to public transport)? Please give details.	No,		
<b>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?</b> Please explain why you have reached this conclusion.	No		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	✓	Continue to full EIA:
<b>Reason for decision</b>	No adverse equalities impacts identified, positive impacts anticipated for all types of local residents.		
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason		
<b>Date</b>	11/03/2025		

**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](mailto:climatechange@northyorks.gov.uk)

<b>Title of proposal</b>	Harrogate and Knaresborough Active Travel updates
<b>Brief description of proposal</b>	To advise the Committee of progress to date on the delivery of Active Travel schemes within Harrogate and Knaresborough.
<b>Directorate</b>	Environment
<b>Service area</b>	Area 6 Highways Office
<b>Lead officer</b>	Melisa Burnham
<b>Names and roles of other people involved in carrying out the impact assessment</b>	Jos Holmes - Climate Change Strategy Manager

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

<b>Environmental factor to consider</b>	<b>For the council</b>	<b>For the county</b>	<b>Overall</b>
Greenhouse gas emissions	No effect on emissions	Decreases emissions	Decreases 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	Decreases pollution	Decreases 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.

<b>Decision (Please tick one option)</b>	Full CCIA not relevant or proportionate:	Yes	Continue to full CCIA:	
<b>Reason for decision</b>	Individual projects will consider the need for full CCIA. This report is for information updates only regarding an overview of project progress and next steps.			
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason			
<b>Date</b>	11/03/2025			