

North Yorkshire Council**Harrogate and Knaresborough Area Constituency 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 in September (24) 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 C.
2.2	For background and overview of the schemes please refer to the September 24 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 Environment Executive report 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 is expected to be 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. The RSA has been completed however due to staffing issues there have been delays in issuing the report. Upon receipt of the report any issues highlighted will need to be rectified, tender documents produced and passed to North Yorkshire Highways to program the works.
- 7.0 KILLINGHALL- GREENWAY BUILD OUT**
- 7.1 A discussion has taken place with the local member regarding the proposal. An informal engagement exercise will take place with local residents and businesses in the area to advise them of the proposals. This has been delayed due to resource pressures and required allocation to the large highways' capital and active travel delivery. A timescale to ensure the engagement exercise is carried out before the end of September, with a view to proceeding with any necessary traffic regulation orders October to November has been agreed.
- 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 TROs between 10 Feb 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 Feb 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
- 8.7 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 Feb 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.
- 10.2 A59 Missing Link
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.
- 10.3 Harrogate Cycle Network Development Prioritisation
A Knaresborough Cycle Network Development – Prioritisation Outcomes report was taken to Environment Executive on 24th 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 The purpose of this report is for updates only, separate reports are submitted when appropriate to ensure the financial implications of each individual project is considered. The approved budgets available for each project and the source of funding has been identified in Appendix C.

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 A.

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 B 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.

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