

North Yorkshire County Council

Executive

15 October 2019

Harrogate Congestion Study – Results of Harrogate and Knaresborough Congestion Study Public Engagement

Report of the Corporate Director – Business and Environmental Services

1.0 Purpose of Report

- 1.1 To update the Executive on the results of the Harrogate and Knaresborough congestion study public engagement.
- 1.2 To seek the Executive's approval for a recommended way forward.

2.0 Background

Approval to consult

- 2.1 Members will recall that a report on the Harrogate and Knaresborough Congestion Study was brought to the Executive in January 2019 following reports to the Harrogate and Knaresborough and Skipton and Ripon Area Constituency Committees in November and December 2018 respectively. At the meeting of the Executive in January 2019, and taking into account the comments of the two relevant area constituency committees, it was recommended that the findings of the Options Assessment Report Addendum form the basis of public consultation into both packages B and E.

Recent investment/plans for investment in Harrogate and Knaresborough

- 2.2 To set the congestion study in the context of the overall transport investment in Harrogate and Knaresborough, the rest of this section of the report details some of the recent projects that have been implemented in the area. The majority of these have been funded by external grants secured by officers through competitive bidding.

2.3 Bond End junction improvement- Delivered October 2018

Members will recall that the primary objective of this scheme was to address air quality concerns. The two junctions were identified as part of Harrogate Borough Council's Air Quality Action Plan in 2013. The annual target level for nitrogen dioxide, which mostly comes from traffic pollution, had been exceeded and a key action required was to improve the junctions to address the issue of queuing traffic. The scheme (value £450,000) involved the removal of all traffic lights and replacing them with two mini-roundabouts with associated zebra crossings. Further enhancements included new kerb alignments, upgraded lighting and new road surfaces.

2.4 Harrogate's Sustainable Transport Project (Enabling development and business growth in west Harrogate 2018-2020)

Members will be aware that NYCC had successfully bid for funding from the government's National Productivity Investment Fund (NPIF) to deliver a Sustainable Transport Package in the West of Harrogate.

- 2.5 Using local contributions from NYCC, Harrogate Borough Council and developers, the total package will deliver £4.6m of improvements. These will be in place by March 2020. Among the planned upgrades are improvements to junctions on Otley Road including smart traffic lights, extra traffic lanes, a new off road cycle lane to link into the developing cycle network and new or improved pedestrian crossings.
- 2.6 These engineering measures will be complemented by an investment into smarter choices measures such as publicity and education regarding sustainable travel. The package of sustainable measures will help to improve safety and alleviate the levels of congestion currently experienced along the Otley Road corridor, accommodating the existing traffic and future growth of Harrogate as recognised in Harrogate Borough Council's draft Local Plan.
- 2.7 Surveys and design work in relation to the 'off road' Otley Road cycle route and junction upgrade at Harlow Moor Road with Otley Road commenced in April 2018 with delivery planned after the UCI World Road Race Cycle Championships in September. Exact programme dates are still to be determined.
- 2.8 **Starbeck level crossing**
Members may also be aware that working with Network Rail officers have identified a potential scheme that may reduce the length of the time the barriers are closed at Starbeck level crossing. This would reduce the traffic queuing problem associated with the level crossing. Work to confirm the feasibility of the scheme is currently on going. Any larger scheme to remove the level crossing or involving relocation of the station is at this stage prohibitively expensive.
- 2.9 **AppyParking**
In January 2019, the County Council, in partnership with Harrogate Borough Council, launched a trial of AppyParking, a smartphone app based parking payment and location identification system. More than 2,000 sensors have been installed in all on-street pay and display parking bays and off-street surface level car parks in the town. The app allows drivers to see in real time where parking is available and make payment through their phone, thereby removing the need to use a pay and display ticket machine. The technology also ends parking sessions automatically when the vehicle is driven away.
- 2.10 For app users, linear charges apply – this means that users are charged per minute, and therefore drivers pay for only the time they are parked rather than potentially overpaying through the standard block tariff for time they may not use. There is however a minimum charge applied in all cases.
- 2.11 The overall aim of the trial is to understand how this technology will help improve parking and traffic management, reduce congestion and pollution, support the visitor economy and enhance the user experience. Occupancy patterns and payment can be monitored providing a greater level of insight to inform future parking strategies and improved management of parking assets. The trial also forms part of wider technology improvement projects, connectivity and 'smart solutions' for both the County and Borough councils.
- 2.12 **Open Harrogate (DfT Access Fund)**
In partnership with the DfT, NYCC have invested £1m over three years in Harrogate, Skipton and Scarborough on promoting sustainable and active travel and supporting people to make informed travel choices.

- 2.13 Harrogate was the first area of focus and initiatives funded by the programme in Harrogate have included active school travel and school travel planning (Modeshift STARS), park and stride to schools and cycle training.
- 2.14 In addition, residents at 13 development sites received bespoke sustainable travel information packs and the offer of personalised journey planning (PJP) and cycle training. Officers have engaged with 52 businesses and worked more closely with 10 businesses (over 2,557 employees). This has included delivery of walking challenges at three businesses, three travel events, and two bike maintenance sessions. In addition 453 PJPs have been issued.
- 2.15 Nearly 5,000 active travel maps have been distributed to schools, businesses and residents and are available in tourist information and from local cycle groups. A marketing campaign covering press, radio and advertisement bikes within the town centre was undertaken. The campaign has achieved a social media reach of over 34,000 people on Facebook and made 338,627 impressions on Twitter.
- 2.16 Despite an intense period of promotion and management of this programme, take up has been mixed and school engagement, particularly in the secondary setting, has been difficult to sustain due to staff and curriculum pressures. In addition, sustainable travel officers report that whilst the need for interventions and an expressed desire to shift towards more sustainable and active travel is recognised by the general public, getting them to take action on their behaviours and reduce single occupancy car use is extremely difficult and will take a lot of further time and investment.
- 2.17 **Transforming Cities Fund**
The County Council's transport planners continue to work with officers from Harrogate Borough Council (alongside colleagues from Craven and Selby District Councils) on their projects submitted as part of the Leeds City Region's bid into the DfT's Transforming Cities Fund.
- 2.18 At this stage, scheme elements are still being finalised, but it is likely that the package submitted for Harrogate will look to improve pedestrian and cycle access to Harrogate rail station, and make the environment around the station more attractive to non-motorised users (NMUs) as part of the wider Station Gateway redevelopment programme. Further details on this will be provided in due course in a separate report, but based on the current business case, it is hoped that Harrogate will be awarded funding for delivery of a scheme during the period 2020-2023.
- 2.19 **Local Cycle Infrastructure Plan (LCIP)**
In 2017 the County Council commissioned WSP our partner consultant to prepare a cycle infrastructure plan for the Harrogate area. This piece of work is being carried out in broad accordance with the Government's suggested Local Walking and Cycling Infrastructure Plan (LCWIP) guidance, though at this stage the walking element has yet to be developed. The completed CIP is intended to be used as a basis for future bids for funding from Government, and to enable NYCC to have more leverage when seeking funding from developers towards providing cycle infrastructure in the Harrogate area.
- 2.20 Regardless of the decision of the Executive on the way forward following the congestion study engagement, ongoing work to address congestion issues in H&K will continue. Subject to the agreement of the Executive this may include some quick wins identified as a result of the engagement (see section 8.11).

3.0 Approach to Engagement and Participation

- 3.1 Members will be aware that further to approval by Executive on 15 January 2019 to undertake public engagement on the Harrogate Congestion Study, Options Assessment Report (OAR), and the associated Addendum (OARA), officers from Transport Planning and the Communications Unit, with support from WSP's consultation specialists, developed a strategy and materials for a public engagement which started on Monday 15 April 2019, and ran for 12 weeks. This 12 week period incorporated two school holiday periods, totalling three weeks, and nine term time weeks.
- 3.2 On completion of the engagement on 8 July 2019 officers, and NYCC's framework consultants WSP, undertook a period of analysis of the data collected through the engagement. The emerging results of that analysis are set out in this report.
- 3.3 In line with the County Council's 'digital by default' approach, an online survey formed the core element of the engagement exercise. The survey (an example is appended to this report at Appendix 1) was made up of 23 questions, asking for views on the existence and severity of congestion, and for people's level of support, both in theory and in practice, for a variety of options which have been shown through the Options Assessment Report and associated addendum to contribute towards traffic relief on key corridors.
- 3.4 The County Council undertook a widespread publicity campaign to ensure that as many local people as possible were fully aware of the consultation and how to participate. This included the following:
- A leaflet setting out detail of how and when people could participate, plus the call to action 'Is Harrogate congested?' was distributed to 56,000 properties within the study area, to encourage participation.
 - In addition, local printed and online media, and local radio stations alerted people to the start, the midpoint, and the end of the engagement, and again issued a 'call to action' to encourage participation in the process.
 - A series of highway signs placed on key routes with the call to action, gave details of the webpage.
 - Paper copies of the survey were made available in libraries in the Harrogate district, and were also provided on request (posted out, and distributed at exhibitions). A total of 1,010 completed paper versions of the form were received.
- 3.5 **Information and Materials**
Content took the form of a series of web pages online. These remain available on the County Council website at: <https://www.northyorks.gov.uk/previous-consultations>
- 3.6 Slightly abridged versions of these webpages were produced, to be used as exhibition boards at public events. These were also available as paper copies, posted and emailed out on request. A copy of these exhibition boards is included as at Appendix 2. These were based on the OARA, and provided summarised versions of the information in the study documents. In the materials, and associated FAQ's and in responses to questions it was made clear that the options being presented were possible approaches, set out to illustrate how schemes might be packaged together in a variety of ways to provide traffic relief, and that the packages were not in any way pre-determined.

- 3.7 A consultation summary (Appendix 3) was also developed by officers, and was available in libraries and also posted out on request.
- 3.8 The information on the website was set out as follows;
- Background to Harrogate and Knaresborough congestion
 - Core interventions included in both packages
 - Package B (demand management and travel behaviour)
 - Package E (park and ride facilities, bus priority measures, relief road)
 - Further information about Harrogate and Knaresborough congestion (included FAQs).
- 3.9 In addition, due to the level of interest in the potential relief road option in the Nidd Gorge area, drone footage of the potential corridor was recorded and posted on the NYCC website. This was to show to people not familiar with the area the high landscape value of this area. The footage was recorded by officers from Trading Standards who have completed all required training, and gained the necessary licenses to undertake such filming. Compliance with Civil Aviation Authority (CAA) regulations mean that flying over many properties or roads is effectively illegal. As a result of this some sections of the route could not be filmed without contravening CAA regulations. However, footage was provided of all sections that could legally be filmed.
- 3.10 Website
- During the course of the campaign, statistics were collected on the interaction by users with the online content we provided. These showed that over 77,000 unique page views (number of individual people who have looked at a page) were counted and the average time spent on the pages was 2 minutes and 29 seconds. Details of the numbers of views of each discrete page on the website are available on request.
- 3.11 Social media
- The Communications team undertook a programme of targeted social media activity, across a variety of platforms including Facebook, LinkedIn and Instagram. These included written information and content in the form of video blogs (vlogs.) Posts were made on the following social media platforms and had the following reach (reach is the number of unique accounts that a post has been shown to/scrolled past):

Platform	Posts	Reach
Twitter	52	66,722
Instagram	1	479
Facebook	15	58,309
LinkedIn	6	13,542

- 3.12 Printed media and press coverage
- The Harrogate Advertiser provided paid for advertising online and in the newspaper series (including Harrogate Advertiser, Yorkshire Post, and Yorkshire Evening Post) and journalistic coverage of the engagement every week throughout the campaign, including front page leads, special reports and discussion in various columns. In addition there were multiple letters on the letters page every week concerning the congestion study, and these have continued beyond the end of the campaign.
- 3.13 We used paid-for online advertising on the Harrogate Informer website throughout the campaign. The website also covered the congestion study editorially with input from Cllr Mackenzie and the communications team on various specific issues.

- 3.14 **Radio coverage**
Over the course of the engagement, 320 radio adverts were broadcast. In addition – for broadcast, there were six features on local radio stations BBC Radio York and Stray FM, some of which incorporated interviews with local elected members, and campaign groups.
- 3.15 **Emails**
A dedicated email address was set up and widely publicised for the purposes of the engagement, and received around 120 emails.
- 3.16 In addition, a further 4,718 emails were received generated automatically by respondents entering details into a campaign webpage set up by the Woodland Trust. Further details on this are set out in section 5.9.
- 3.17 **Events**
Officers from transport planning, alongside consultants from WSP, planned and ran seven exhibitions and attended three town and parish council meetings. The events took place in Harrogate, Knaresborough, Pannal and Killinghall, over several weeks, and comprised sessions during afternoons, evenings, and one Saturday morning. These were as follows:

Date/time	Location/venue
Wednesday 8 th May 3-5, 6-8	The Cairn Hotel, Harrogate
Tuesday 14 th May 3-5, 6-8	The Dower House Hotel, Knaresborough
Thursday 16 th May 5-7	Pannal Parish Hall (and parish meeting afterwards)
Thursday 23 rd May, 3-5, 6-8	The Cairn Hotel, Harrogate
Wednesday 5 th June, 3-5, 6-8	The Dower House Hotel, Knaresborough
Wednesday 5 th June 4-7	Killinghall Parish Hall (and parish meeting afterwards)
Saturday 15 th June, 10-12noon	The Cairn Hotel, Harrogate
Monday 17 th June, 7.30	Knaresborough Town Council meeting

- 3.18 Officers estimate that the exhibitions, which provided those without access to the internet the opportunity to view the engagement materials before completing the survey, were attended by approximately 1,000 people.
- 3.19 In addition to attendance by NYCC officers, and WSP consultants, each event was also attended by a member of staff from the Leeds Involving People charity (participation specialists). The presence of Leeds Involving People also specifically assisted people who needed additional support, or who had requests for information in specialist formats.
- 3.20 Officers and members also attended meetings at the request of local organisations, including the York and North Yorkshire Chamber of Trade, and the Harrogate Golf Club.

4.0 Analysis and Data Collected

4.1 Methods of analysis

Results from the on-line survey are automatically generated through an analysis module. These provided an overview of the responses to the 23 questions. This has provided the headline results that are set out in section 5. A print out of these results can be found in Appendix 4.

4.2 In addition to this, WSP undertook more detailed analysis of the responses provided through the raw data collected, and considered the thematic factors that were reported through both the free text sections of the questionnaire, the correspondence we received, and also the comments received via the harrogatecongestion@northyorks.gov.uk email address.

4.3 Data collected

At the conclusion of the engagement the following numbers of responses had been received.

Total surveys completed	15,510
Paper survey responses	1,010
Easy read surveys	12
General email comments (for logging and analysis)	72
Woodland Trust generated e mails	4718
Emailed queries (requiring a response)	48

4.4 The raw data collected is set out and available on the Harrogate Congestion Study webpage. Copies of all individual responses and paper questionnaires can be made available for Members to view on request.

4.5 A spreadsheet of the questionnaire responses has also been published on the County Council's website. This provides an anonymised (to comply with GDPR regulations) version of the full questionnaire responses dataset to allow members of the public to carry out their own analysis of the responses and to verify the County Council's analysis.

5.0 Headline Results

5.1 Based on the questions, the following key themes were noted.

5.2 When asked whether they thought traffic congestion is an issue in Harrogate and Knaresborough, 84% said yes, and 16% said no.

5.3 When asked how regularly traffic congestion was an issue, responses were as follows:

	%
Always	17
Often	29
Sometimes	34
Rarely	16
Never	3

- 5.4 Questions beyond this point in the survey asked a series of linked questions; in each case the initial question asked about the level of support for investing in various options, and then the second question asked what impact this may have on the individual's travel behaviour.
- 5.5 Broadly, the responses for those questions were as follows (*please note that due to rounding, in some cases the figures add to 101%*):

Question:	Combined strongly agree and agree	Neither agree nor disagree	Combined disagree and strongly disagree
<i>Having read the information, how strongly do you feel that we should...</i>			
... improve cycling & walking infrastructure and facilities to reduce congestion in Harrogate and Knaresborough?	77	13	10
... introduce a charge to drive into the centre of Harrogate, or increase parking charges , to reduce congestion in Harrogate and Knaresborough?	21	15	64
... construct a relief road between Harrogate and Knaresborough including a Killinghall Bypass (as shown in the information) to reduce congestion in Harrogate and Knaresborough?	18	4	78
... introduce park and ride facilities to reduce congestion in Harrogate and Knaresborough?	71	18	12
... encourage smarter travel choices and behaviour change to reduce congestion in Harrogate and Knaresborough?	75	19	7
... improve bus priority (bus lanes and priority for buses at junctions) to reduce congestion in Harrogate and Knaresborough?	59	21	20

Question:	Always	Often	Sometimes	Rarely	Never
<i>How often would you ...</i>					
... use improved cycling & walking facilities in Harrogate and Knaresborough?	15	40	24	13	9
...be discouraged from using your car if a charge was introduced , or if parking charges increased ,	9	25	30	20	17
... use a relief road between Harrogate and Knaresborough?	5	9	11	28	47
... use a park and ride service in Harrogate and Knaresborough?	5	20	26	21	28

... use smarter travel options in Harrogate and Knaresborough?	12	34	33	14	8
...use quicker and more reliable buses in Harrogate and Knaresborough?	10	31	31	19	11

- 5.6 Based on postcode analysis 'heat maps', showing the strength of support in response from different areas within the overall study area were developed. These can be found in Appendix 5.
- 5.7 In addition to the stated preference questions, a free text section was provided at the end of the questionnaire which allowed those responding to make any comments. We received 9,484 comments in this section. The main themes of these, are set out below.

Theme	Description of comments
Relief road 27.9% of comments	Predominantly critical of the relief road proposal - reasons included: impact on the Nidd Gorge, not a way to solve congestion, package E without the relief road a favourable option. Some supporters of a relief road wanted a different route or ring road. No to the 'M62 relief road'. Intention of the relief road is to open up land for development/provide a strategic E-W link (the 'M62 relief road').
Bus & train 19.5% of comments	Need for cheaper and more reliable buses, bus priority and convenience, the need for rail services to be cheaper and more convenient, to provide better PT in rural areas. Comments related to cross ticketing and potential multi-modal ticket offer (i.e., TfL's Oystercard style product or contactless payment) Requests to 'fix' Starbeck level crossing.
Junctions roadworks and housing development 14.1% of comments	Junctions - Improvements to traffic signals, removal where appropriate, and if not appropriate, better phasing thereof. Bond End Knaresborough cited by many. Selective road widening would deliver capacity required. Roadworks - Cynicism regarding roadworks and the timing of the engagement. Potholes should be fixed. Residential development - Criticism of levels of residential new development, particularly to the west of Harrogate. Infrastructure not keeping pace with such significant levels of house building.
Cycling & walking 7.8% of comments	Support for cycling as a mode, but concerns about safety. Support for fully segregated cycle lanes and need for joined-up infrastructure.
Home to school transport 7.6% of comments	Impact of the school run on congestion. Congestion much smaller issue during school holidays. Cuts to school bus provision exacerbating congestion. Housing build without schools, again leading to extra traffic. Encourage behaviour change, including parents not driving children to school.
Increase charges	Parking charges – Those in favour of higher charges often linked the point to efforts to 'get cars off the road' thus including better cycling facilities, better public transport. Those who opposed higher charges generally asserted that it would mean fewer people travelling to central

Theme	Description of comments
6% of comments	Harrogate and would, therefore, be 'bad for business' and eventually lead to a deterioration in the quality of Harrogate town centre.
	Congestion charge – mixed views on this but comments in general not in favour due to impact on local residents and businesses, especially those based in the town centre. Where people did support charging, they felt that revenues generated should be ring fenced to transport investment.
Park and ride 4.5% of comments	Suggestions on potential locations. Use of rail as well as bus. Potential for bike hire at P&R sites.
Environment 4.2% of comments	Need to protect and proactively enhance the environment through council policies Need for NYCC to be bold in its policies and support sustainable travel and reduced use of private vehicles. Air quality, health and climate change concerns. Support for electric vehicles and charging infrastructure. Support for car share/car clubs/apps.
Bad for Business 3.4% of comments	This category was used to record any instances where a commenter made a point about how any proposal might have an adverse effect on businesses. It was almost always about central Harrogate and most often in relation to increasing parking charges or introducing a congestion charge.
Complain about Council, Survey 1.9% of comments	Points made about (i) the survey – generally that it didn't allow expression of a nuanced point; (ii) the consultation - that it was biased to win support for the relief road and also that there had been previous consultations after which nothing was done; and (iii) the council – this could be directed at NYCC but also at HBC. These complaints often claimed incompetence for not having planned effectively or for building too many houses (and in the wrong places); they also claimed corruption, e.g. taking money from developers. A small number were offensive and some were directed at specific elected members.
OTHER 3% of comments	

5.8 All of the comments received have been given full consideration in compiling the recommendations of this report. In many cases, the next steps relating to those comments are set out in the recommendations in section 7 below.

5.9 Woodland Trust campaign

In addition, as the consequence of a campaign by The Woodland Trust, 4,718 automatically generated emails were received during the last few weeks of the engagement. Initial analysis of these emails suggests that the vast majority were from the Harrogate area and a number were from the wider Yorkshire area. A relatively small number were sent from the wider UK and an even smaller number from outside of the UK. Details of the automatically generated response are set out in Appendix 6.

- 5.10 Many had submitted additional comments relating to the need for the 'climate emergency' to be considered and acted upon, the need to protect irreplaceable assets such as ancient woodland, the need to invest in public transport, and the need to look at other options for congestion relief. In some cases it was evident that those responding had not considered any of the online material relating to alternative options for congestion relief.

6.0 External Factors

- 6.1 A variety of issues in the local and national media may have heightened interest in the congestion study and environmental issues as well as support for sustainable approaches. This is discussed briefly below.

Declaration of Climate Emergency

- 6.2 On the 1 May 2019, a motion was put before the House of Commons to declare a 'climate emergency'. This motion was put to the House after a series of protests, both in the UK, and internationally, by a group known as Extinction Rebellion. Whilst such a declaration has no legal status, it significantly heightened the coverage of environmental and climate related issues in both the national and local press during the consultation period.

HALT campaign led by Nidd Gorge Community Action

- 6.3 A well organised campaign to oppose the inner relief road option included in the engagement was launched by the Nidd Gorge Community Action Group, under the HALT acronym (Harrogate and Knaresborough Alliance for Less Traffic). The campaign consisted of a dedicated website (www.halt-the-road.com), social media activity via platforms such as Facebook and a leaflet that was distributed to all households/properties in the study area. HALT representatives also attended the public exhibitions.
- 6.4 Some of the information on the Facebook pages was based on a degree of misrepresentation of the facts, in many cases reiterated numerous times despite repeated responses to the contrary both in writing and verbally from officers, but it seemed in some cases these posts did gain a degree of traction, as they were repeated as fact, both by email, in consultation responses, and by people visiting the consultation events. More specifically, two of the misrepresented issues that were repeatedly published on their pages, and in their materials included:
- 6.5 **Say No to the M62 'Relief Road'**
HALT repeatedly suggested that the ultimate aim of the delivery of any relief road would be to provide an alternative to the M62 motorway. Despite repeated assurances from NYCC Members and officers that this is not the case, and that east to west connectivity in this case refers to local and sub-regional journeys (supported by references to NYCC policy and strategy documents - see following paragraph), this was repeated multiple times as a fact and indeed was the central premise of the HALT campaign.
- 6.6 For clarity, NYCC's Strategic Transport Prospectus states:
"Improving these transport links and the east – west connectivity will both boost the local economies of these regions and contribute towards the vision of a single Northern economy. Additionally improved sub-regional east – west routes situated between the M62 to the south and the A66 to the north would help to relieve some of the pressures on these routes by catering for more of the sub-regional traffic movements."

- 6.7 Suggestions were also made on the Keeping Nidd Gorge Gorgeous webpage that the unconnected scheme to realign the A59 at Kex Gill was essentially related to an intention to upgrade the A59 to motorway standard, rather than to the resilience issues which result in the road being closed due to landslips.
- 6.8 **Opening up of land for development**
 Info on the HALT website states: *'More Homes, More Traffic - The road would potentially open up the area adjoining the route for the development of hundreds of new homes, on green belt land that is currently inaccessible. More homes will further add to local congestion.'*
- 6.9 There have also been multiple references on the relevant Facebook pages to the Harrogate Strategic Housing and Economic Land Availability Assessment (SHELAA), specifically suggesting that by building a relief road along the proposed route would allow development in the greenbelt. This is not the case. Whilst the corridor of the relief road option did pass through the greenbelt, building such a relief road would not remove the greenbelt planning protection of the area.
- Roadworks
- 6.10 Another factor to be aware of was that it was repeatedly suggested, both in discussions, and online through social media posts and in correspondence, that the consultation had been deliberately timed by the County Council to coincide with a series of roadworks that were being undertaken in the area and that this was to ensure Harrogate would be more congested due to the disruption to the highway – with the ultimate aim of skewing the results of the consultation in favour of a relief road.
- 6.11 This was not the case. These road works were being undertaken for a variety of reasons including statutory utilities works (both planned and emergency), highway works relating to new developments, and general highway maintenance works including reprogrammed highway maintenance works completed ahead of the Tour de Yorkshire 2019 and 2019 UCI Road World Cycling Championships.
- 7.0 Comments in response to the Area Constituency Committee reports**
- 7.1 A version of this report was presented to the Harrogate and Knaresborough, and Skipton and Ripon Area Constituency Committees in August and September 2019 respectively.
- 7.2 The minutes of those committees are appended to this report at appendix 7.
- 7.3 In addition, following the Area Constituency Committee meetings, representation was made by Zero Carbon Harrogate, on behalf of the HALT campaign group, stating that sections 6.3 to 6.9 of the report were factually incorrect and should be retracted and revised. Officers have checked the wording used in the report and, as a result, section 6.7, which had previously been attributed to the HALT webpage, has been corrected to the Keeping Nidd Gorge Gorgeous Facebook group. The correspondence from Zero Carbon Harrogate/HALT related to this matter is contained in appendix 8, for Members' consideration.
- 7.4 Officers also received a detailed written response from County Councillor Paul Haslam, local member for the Bilton ward. This is appended to this report, for Members' consideration (please see appendix 9.)

8.0 Next Steps for Consideration

- 8.1 Based on the responses to the engagement, and the support for various measures as set out in section 5, along with the feedback from the Area Constituency Committee meetings, officers make the following recommendations to the Executive for consideration. The aim of these recommendations for further development work, would be to identify and undertake preliminary development of specific schemes with a view to identifying and seeking funding for their future delivery. It is also intended to pilot some of the potential measures as a way of gaining a quicker understanding of their effectiveness.
- 8.2 Cycling and Walking
- a. Produce a Walking Infrastructure Plan (WIP) (upgrade the LCIP to an LCWIP)
 - b. Prepare 'bid ready' routes for all identified corridors taking into account that traffic flows on the highway network will remain broadly at current levels.
- 8.3 Congestion charge/increased car parking charges
- a. Not progress any further with a congestion charge at this stage
 - b. Review the car parking charges both on and off street in consultation with Harrogate Borough Council and consider expansion of car parking management zones to encourage the use of, and to support investment in, alternative modes of transport.
- 8.4 Relief road/highway options
- a. Not progress with the Harrogate inner relief road.
 - b. Undertake an initial assessment (traffic and economic assessment) of a Killinghall bypass including, but not limited to, the existing adopted alignment
 - c. Undertake an initial assessment (traffic and economic assessment) of a highway option to link the B6162 Otley Road to the A61 Leeds Road including consideration of new routes and upgrading of existing routes.
- 8.5 Park and ride
- a. Assess the feasibility of a package of P&R sites and services for Harrogate and Knaresborough without an inner relief road, including consideration of site locations, capture rates, bus routes and necessary increases to car parking charges (on and off street) to encourage use
 - b. Assess the potential for commercial bus services to carry P&R passengers.
- 8.6 Smarter choices and behaviour change
- a. Develop an enhanced package of smarter choices and behaviour change measures for Harrogate and Knaresborough building on the 'Open Harrogate' initiative, including resource to monitor and manage projects.
- 8.7 Bus priority
- a. Working with bus operators, identify bus routes where provision of bus priority measures could improve the commercial viability for the provision of services
 - b. Identify potential bus priority measures to achieve the above.
- 8.8 Demand management and junctions review/improvements
- a. Consider potential for higher cost longer term solutions on key strategic junctions (e.g. Woodlands junction/and Parliament Street/Kings Road)
 - b. Identify key junctions and congestion hotspots

- c. Undertake a review of traffic signals within the study area to establish where improvements might be made.

8.9 Core interventions

- a. Investigate options to further improve investment in those measures which sit within the core interventions, but are not covered by the thematic areas above.

8.10 Package

- a. Based on the above develop a package of specific infrastructure measures to seek to reduce traffic congestion in Harrogate and Knaresborough and assess the effectiveness, costs and benefits of such a package
- b. Identify potential funding opportunities for the implementation of such a package in full or as a series of complementary initiatives.
- c. Identify 'quick win' pilot measures for early delivery. These would be identified on a thematic, rather than geographical basis, and would operate as pilots.

8.11 Additional notes on the recommendations

8.11.1 Relief road recommendation (see 8.4a above)

Whilst we will not undertake any further work on the Harrogate inner relief road in the foreseeable future, this recommendation does not preclude us from revisiting a road building scheme in years to come. However, should a scheme of this type be considered in the future, it would necessitate a similarly extensive public consultation at the options stage, to establish levels of support for any such proposal.

8.11.2 Pilot schemes recommendation (see 8.10c above)

Officers would like approval to investigate the possibility of running some short-term pilot schemes, to help to establish the effectiveness of various measures. Potentially, these 'quick win' or 'early intervention' schemes could utilise temporary traffic orders to pilot bus priority measures, some slight junction modifications, and also potential changes to traffic management, such as replacement of signalised crossing with unsignalised zebra crossings. The exact details of these are yet to be determined, but will be worked up by an officer team specifically tasked with looking at these pilots.

9.0 Equalities

- 9.1 Consideration has been given to the potential for any adverse equalities impacts arising from the recommendations of this report. It is the view of officers that the recommendations included in this report do not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. An Equalities Impact Screening Form is attached as Appendix 10.

10.0 Finance

- 10.1 The scheme development work is being funded from existing approved budgets. At present there are no identified additional funding requirements. However should a preferred option(s) be taken forward to the Strategic Outline Business Case development stage and then be provisionally approved for funding from DfT or another funding body, then an appropriate local contribution will need to be identified.

11.0 Legal

- 11.1 At present no specific legal implications have been identified. As study work progresses, detailed discussions will take place with the County Council's legal department in respect of the legal implications of ensuring that further development work and subsequent implementation of any identified options is properly carried out.

12.0 Recommendations

- 12.1 That the Executive notes the results of the Harrogate and Knaresborough Congestion Study engagement and the feedback from the Harrogate and Knaresborough and Skipton and Ripon Area Constituency Committees.
- 12.2 That the Executive approves the recommendations set out in section 8.0 of this report.

Author:
REBECCA GIBSON
Highways and Transportation
Business and Environmental Services
North Yorkshire County Council



Harrogate Congestion Study

Before answering this survey, it is important to read the engagement summary for more information.

Our research tells us that there is congestion in Harrogate and Knaresborough. Housing and employment growth in the area is expected to continue, and while local improvements might offset the direct impacts of this growth, they will not help to solve existing congestion.

We want to know whether you think congestion is a problem, how it affects you, and what measures you would be prepared to support to help reduce it. We all contribute to congestion, so we all need to be part of improving the situation. Everyone has a stake in making the roads easier to use, safer and healthier for motorists, cyclists and pedestrians.

There will be a series of public exhibitions to allow anyone without access to the internet to view information on the proposals.

Please fill in and return this survey before 8 July 2019.

What are we doing?

We're asking for your views about a number of possible measures that could be used to relieve congestion – we want to hear from as many people as possible. We are making every effort to ensure the process is open, accessible and transparent. Throughout this process, we are following national guidance set out by the Department for Transport.

Measures to relieve congestion

The complexity of the area's traffic issues means they are unlikely to be addressed by a single solution, so two indicative packages combining a range of measures have been developed. The packages simply illustrate what could be done and are wholly flexible.

One focuses on managing demand and encouraging changes in behaviour. It includes:

- developments in public transport and cycling and walking infrastructure,
- measures to improve journey planning,
- extended pedestrianisation in central Harrogate,
- increased car parking charges or congestion charging,
- speed and weight limits, and
- making better use of existing roads, for example through traffic signalling improvements.

The second package contains similar measures plus the option of an inner relief road.

What will we do with your comments?

Using your comments, we will develop a package of measures to help with congestion. There will be further public consultations on any specific measures as they are developed.

Why are we asking for your views?

Because we want to:

- Improve the quality of life for people in the area
- Support sustainable housing
- Support economic growth
- Improve local air quality

What to do next

Once you have completed this survey, please post it to:

Harrogate Congestion Study Engagement
Network Strategy Admin
North Yorkshire County Council
Business & Environmental Services
County Hall
Northallerton
DL7 8AH

Alternatively, you can return it for free at the following libraries:

- Harrogate
- Knaresborough
- Ripon
- Starbeck
- Boroughbridge
- Pateley Bridge
- Bilton and Woodfield

Consent

By completing this form you are giving your consent for North Yorkshire County Council, and authorised partners, to use the data provided for the Harrogate congestion survey. Once submitted the data cannot be withdrawn. For more information please see the Council's privacy notice at www.northyorks.gov.uk/privacy or alternatively you can request a copy of this policy from your local library.

Q1 Are you responding as:

- An individual Go to Q2
- An organisation Go to Q4
- A business Go to Q4

If you are responding as an organisation or a business, please specify the type:

Q2 Which age category are you in?

- | | |
|-----------------------------------|--|
| <input type="checkbox"/> Under 16 | <input type="checkbox"/> 50-64 |
| <input type="checkbox"/> 16-19 | <input type="checkbox"/> 65-74 |
| <input type="checkbox"/> 20-29 | <input type="checkbox"/> 75-84 |
| <input type="checkbox"/> 30-39 | <input type="checkbox"/> 85 + |
| <input type="checkbox"/> 40-49 | <input type="checkbox"/> Prefer not to say |

Q3 Do you consider yourself to be a disabled person or to have a long-term, limiting condition?

- Yes
- No
- Prefer not to say

Q4 Please state your postcode below:

This will only be used so that we can map the relevant issues across the district. Please see our privacy policy for more information.

Q5 Why do you travel in Harrogate and Knaresborough?

Tick all that are applicable.

- I am a resident
- I work in the area
- I go to school/college in the area
- I take my child to school in the area
- I visit the area (e.g. shopping, meeting friends, errands)
- I pass through the area on my way to other places
- Other

If Other, please specify:

Q6 Please choose the mode of transport you use most often to travel in Harrogate and Knaresborough:

- Car Driver
- Car as passenger
- Bicycle
- Walking
- Bus
- Train
- Other

Q7 Please choose the mode of transport you use second most often to travel in Harrogate and Knaresborough:

- Car Driver
- Car as passenger
- Bicycle
- Walking
- Bus
- Train
- Other

Q8 Do you think there is traffic congestion in Harrogate and Knaresborough?

Yes

No

Q9 How often is traffic congestion in Harrogate and Knaresborough an issue for you?

Always

Often

Sometimes

Rarely

Never

Q10 If you feel that congestion is an issue in Harrogate and Knaresborough, why do you think so?

Tick all that are applicable.

It's bad for the environment

It's bad for business

It's bad for people's health

Results in wasted time

Makes the town less attractive

Other

If Other, please specify:

Below are a number of measures that we could implement to reduce congestion. We want to gauge the level of support for this. Before answering this section, it is important to read the engagement summary for more information about all the measures.

Q11 Having read the information, how strongly do you feel that we should improve cycling & walking infrastructure and facilities to reduce congestion in Harrogate and Knaresborough?

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q12 How often do you think you would use improved cycling & walking facilities in Harrogate and Knaresborough?

Always	Often	Sometimes	Rarely	Never
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q13 Having read the information, how strongly do you feel that we should introduce a charge to drive into the centre of Harrogate, or increase parking charges, to reduce congestion in Harrogate and Knaresborough?

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q14 If a charge was introduced, or if parking charges increased, how often do you think it would discourage you from using your car?

Always	Often	Sometimes	Rarely	Never
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q15 Having read the information, how strongly do you feel that we should construct a relief road between Harrogate and Knaresborough including a Killinghall Bypass (as shown in the information) to reduce congestion in Harrogate and Knaresborough?

Strongly Agree

Agree

Neither Agree
nor Disagree

Disagree

Strongly
Disagree

Q16 How often do you think you would use a relief road between Harrogate and Knaresborough (as shown in the information)?

Always

Often

Sometimes

Rarely

Never

Q17 Having read the information, how strongly do you feel that we should introduce park and ride facilities to reduce congestion in Harrogate and Knaresborough?

Strongly Agree

Agree

Neither Agree
nor Disagree

Disagree

Strongly
Disagree

Q18 How often do you think you would use a park and ride service in Harrogate and Knaresborough?

Always

Often

Sometimes

Rarely

Never

Q19 Having read the information, how strongly do you feel that we should encourage smarter travel choices and behaviour change to reduce congestion in Harrogate and Knaresborough?

Strongly Agree

Agree

Neither Agree
nor Disagree

Disagree

Strongly
Disagree

Q20 How often do you think you would choose to use smarter travel options in Harrogate and Knaresborough?

Always

Often

Sometimes

Rarely

Never

Q21 Having read the information, how strongly do you feel that we should improve bus priority (bus lanes and priority for buses at junctions) to reduce congestion in Harrogate and Knaresborough?

Strongly Agree

Agree

Neither Agree
nor Disagree

Disagree

Strongly
Disagree

Q22 How often do you think you would use quicker and more reliable buses in Harrogate and Knaresborough?

Always

Often

Sometimes

Rarely

Never

Q23 If you have any further comments or observations which you feel have not been addressed by the questions above, please tell us here:

Thank you for completing this survey.

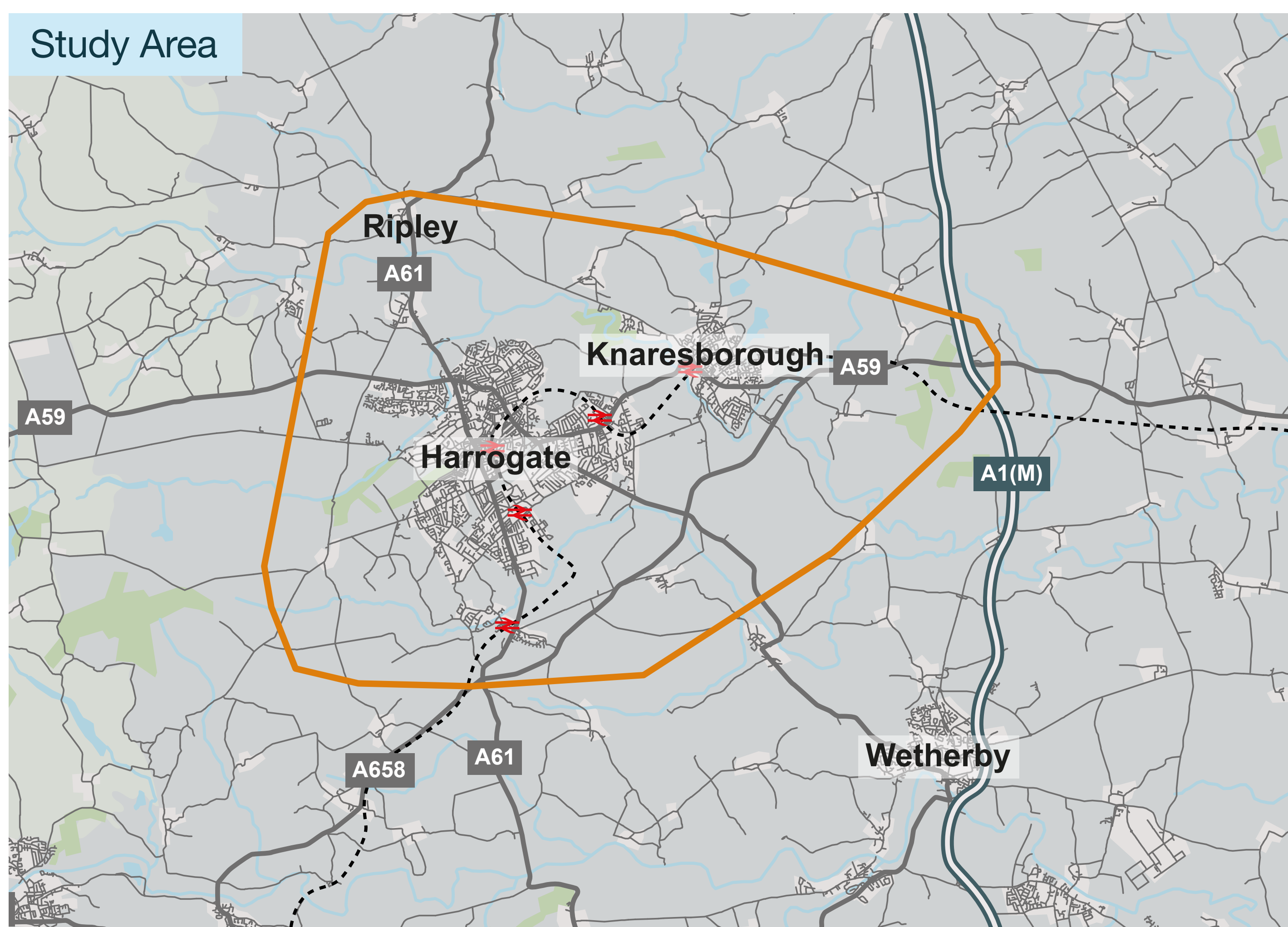
Harrogate congestion engagement

Background

We are seeking your views about the impact of congestion in Harrogate and Knaresborough.

Harrogate and Knaresborough have complex traffic issues that result in high levels of traffic on the local network. The complexity of the area's traffic issues means they are unlikely to be addressed by a single solution so, for illustrative purposes, we have developed two indicative packages which combine a range of measures. At this stage these have not been fully defined or developed.

- Core Interventions in both packages
- Demand Management & Travel Behaviour (Package B)
- Major infrastructure improvements (Package E)



Identified issues in the study area include:

A lot of people commute into and out of Harrogate

Residents commuting to work in other places (particularly York and Leeds), and workers travelling in to the towns from elsewhere, leads to high levels of traffic on the main routes in and out of Harrogate.

The existing road network wasn't designed to deal with so much traffic

Key routes through Harrogate and Knaresborough (particularly the A59, A61 and A661) carry much more traffic than designed to. In most cases improving the existing roads isn't possible, so alternatives are needed.

There are traffic issues throughout the day

Data shows that Harrogate and Knaresborough experience traffic congestion issues on some main roads throughout the day, not only in the morning and evening peak hours. This means that journeys are often slow and unreliable.

A lot of local journeys are made within the towns by car

Almost half of the trips being made at peak times both start and end within Harrogate and Knaresborough. These trips are short (less than 1.6 miles on average), are generally commuter trips and are mostly made by car; switching these short trips to more sustainable modes would make a big difference to the level of congestion on the roads.

Levels of cycling are low

Cycling is a great alternative to the car for short trips, yet levels of cycling in Harrogate and Knaresborough are low. Accident data shows a relatively high number of pedestrian and cyclist casualties; if cycling can be made safer and more convenient there is potential to encourage more people to travel by bike.

Bus use is low

Despite premium bus services offering comfortable seating, phone charging and Wi-Fi, bus use is already low and is decreasing year-on-year.

There are air quality issues

High traffic flows, and resulting slow moving traffic, are a key contributor to air quality issues in the area.

The number of cars on the road is expected to increase

Planned development means that the local population is expected to increase significantly, and this will mean more people travelling on local roads. Smaller scale local improvements will help to address the direct impact of this development but, in the longer term, extra traffic will add to congestion, delays and longer journey times.

Congestion is impacting the economy

There is an aspiration to grow Harrogate's economy, particularly high value sectors. It could be difficult to attract developers to an area that is difficult to get to because of congestion; this would have repercussions for growth and diversification of the economy.

Doing nothing doesn't mean nothing changes

Housing and employment growth will continue - locally, regionally and nationally - and national traffic forecasts suggest that traffic will grow by between 17% and 51% by 2050. Similarly, traffic and congestion in Harrogate and Knaresborough are very likely to continue to worsen.

If no subsequent Package is adopted, the County Council would continue to promote similar smaller measures as we have in recent years. This will mean incremental improvements to traffic and congestion management, but not anything more substantial than that.

For further information please visit: www.northyorks.gov.uk/harrogate-congestion-engagement

Harrogate

congestion engagement

Core Interventions (both packages)

Providing better information

Variable Message Signs (VMS)



Signs located at the roadside informing drivers of disruptions, congestion, or incidents. Can also display information about events, car parking availability and road closures.

Key benefits

- ✓ Help reduce delays and congestion
- ✓ Better management of incidents
- ✓ Divert traffic away from disruptions
- ✓ Reduces unnecessary journeys

Potential issues

- ⚠ Need for physical infrastructure
- ⚠ Maintenance and installation costs
- ⚠ Potentially unsightly
- ⚠ May distract drivers



Real-time information



Real-time information gives up to date travel information via apps, websites, or fixed displays. For public transport users, these can provide arrival times, delays and other important messages.

Key benefits

- ✓ Ensures travellers are better informed
- ✓ Improves quality of public transport services and potentially increased usage
- ✓ Reduces unnecessary journeys

Potential issues

- ⚠ Buses may need modification to provide this information (costly)
- ⚠ May not be possible on all public transport services/buses

Better public transport facilities/access



Creation of more modern transport facilities in Harrogate and Knaresborough, through improvements to bus and rail stations in Harrogate and at adjacent stations. Improvements to bus and rail stations could include:

- Better footways and lifts
- Better pedestrian and cycle access
- Improved cycle storage
- Improved accessible toilet facilities
- Better signage and tactile pavements for visually impaired users

Key benefits

- ✓ Better access to train and bus services
- ✓ Encourage walking, cycling and public transport use
- ✓ Improved gateway - more attractive to visitors and residents

Potential issues

- ⚠ Construction work may cause disruption to drivers and public transport services
- ⚠ Higher cost than some other options

Improved cycling provision



Making cycling a more attractive way of getting around, especially on shorter journeys by:

- Introducing better cycling infrastructure (lanes, signs, parking)
- More cycle opportunities (schools/workplaces)
- Promote cycling as a great choice on short journeys

Key benefits

- ✓ Encourage more cycling and sustainable travel
- ✓ Reduce air and noise pollution
- ✓ Improve safety for cyclists
- ✓ Improve health/wellbeing of residents and visitors

Potential issues

- ⚠ May give road-based traffic less priority
- ⚠ On-street works may cause temporary disruption
- ⚠ Less road space for vehicles

Harrogate

congestion engagement

Core Interventions (both packages)

Creating better places and managing traffic

Better places to live, work, shop



We are committed to creating better places to live, work, shop and visit. This includes:

- Providing an environment that encourages walking, cycling and use of public transport
- Prioritising pedestrians and cyclists in the centre of Harrogate to reduce congestion
- Making the town centre more attractive to visitors and businesses
- Limit HGV access to central Harrogate (peak periods)
- Implementing 20mph zones / home zones

Key benefits

- ✓ A more pleasant place to live, work and visit
- ✓ Reduces traffic and congestion
- ✓ Improved air quality
- ✓ Improves town centre access for non-motorists
- ✓ Encourages more walking and cycling
- ✓ Improves road safety

Potential issues

- ⚠ Reduced access for cars to town centre
- ⚠ Reduced access for HGVs
- ⚠ Potential impact on business deliveries
- ⚠ Requires disruptive on-street works

Re-thinking how we use our road space



Reallocating road space to pedestrians, cyclists and public transport.

Key benefits

- ✓ Encouraging more sustainable forms of transport
- ✓ Tackles air quality and noise pollution
- ✓ Improves attractiveness of the area
- ✓ Creates more open space

Potential issues

- ⚠ May mean longer car journey times
- ⚠ May reduce overall network capacity
- ⚠ Less road space for non-public transport vehicles
- ⚠ On-street works may cause temporary disruption



Review of traffic lights and crossings



Opportunity to change traffic light settings in Harrogate and Knaresborough to reduce waiting time at traffic lights. Changes to traffic light settings may include increased bus priority (longer green light time) and better traffic control during incidents.

Key benefits

- ✓ Improve traffic flow and reduce congestion
- ✓ Reduce journey times
- ✓ Encourage greater public transport use, walking and cycling
- ✓ Improve air quality and reduce noise pollution by reducing 'standstill' traffic
- ✓ Improve road safety

Potential issues

- ⚠ May disadvantage vehicles if pedestrians and cyclists are given priority

Re-thinking parking in Harrogate



Reducing the amount of town centre car parking locations and reviewing parking charges. We may need to reduce the amount of car parking or change prices to discourage parking in the town centre.

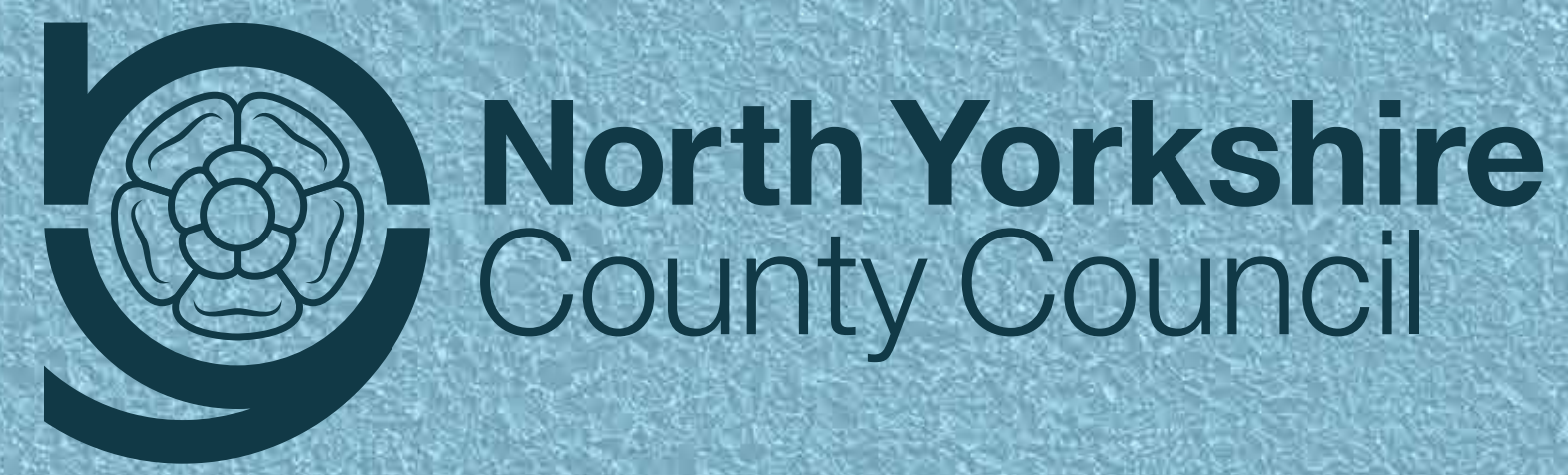
Key benefits

- ✓ Encouraging more walking, cycling or use of public transport
- ✓ Tackles air quality and noise pollution
- ✓ Improves attractiveness of the area
- ✓ Creates more open space

Potential issues

- ⚠ May mean longer car journey times
- ⚠ Less road space for non-public transport vehicles
- ⚠ On-street works may cause temporary disruption

Harrogate congestion engagement



Package B: Demand management and travel behaviour

Includes CORE INTERVENTIONS and measures aimed at managing travel demand and changing travel behaviour:

- Travelling by car is convenient, but roads in Harrogate and Knaresborough weren't designed for the number using them.
- While some journeys need a car, some shorter journeys could be made by sustainable modes, such as walking, cycling or public transport.
- Behaviour change measures aimed not only at re-moding trips but also removing them and re-timing them.
- Fewer car trips will mean less congestion, fewer delays and improved air quality.
- Generally doesn't involve major infrastructure projects – allowing for faster delivery.
- Likely that Package B would have a lesser impact on traffic flows than Package E, as they stand currently.
- Due to the complex multi-modal modelling that would be required, it is not possible to present detailed analysis for either package at this stage.



For further information please visit: www.northyorks.gov.uk/harrogate-congestion-engagement

Package B: Demand management and travel behaviour

Information and changing behaviour

Changing behaviour



People tend to make journeys in a particular way out of habit. Changing how you travel is daunting if you don't have the necessary information. This measure would provide this information, but also explain the benefits of a change.

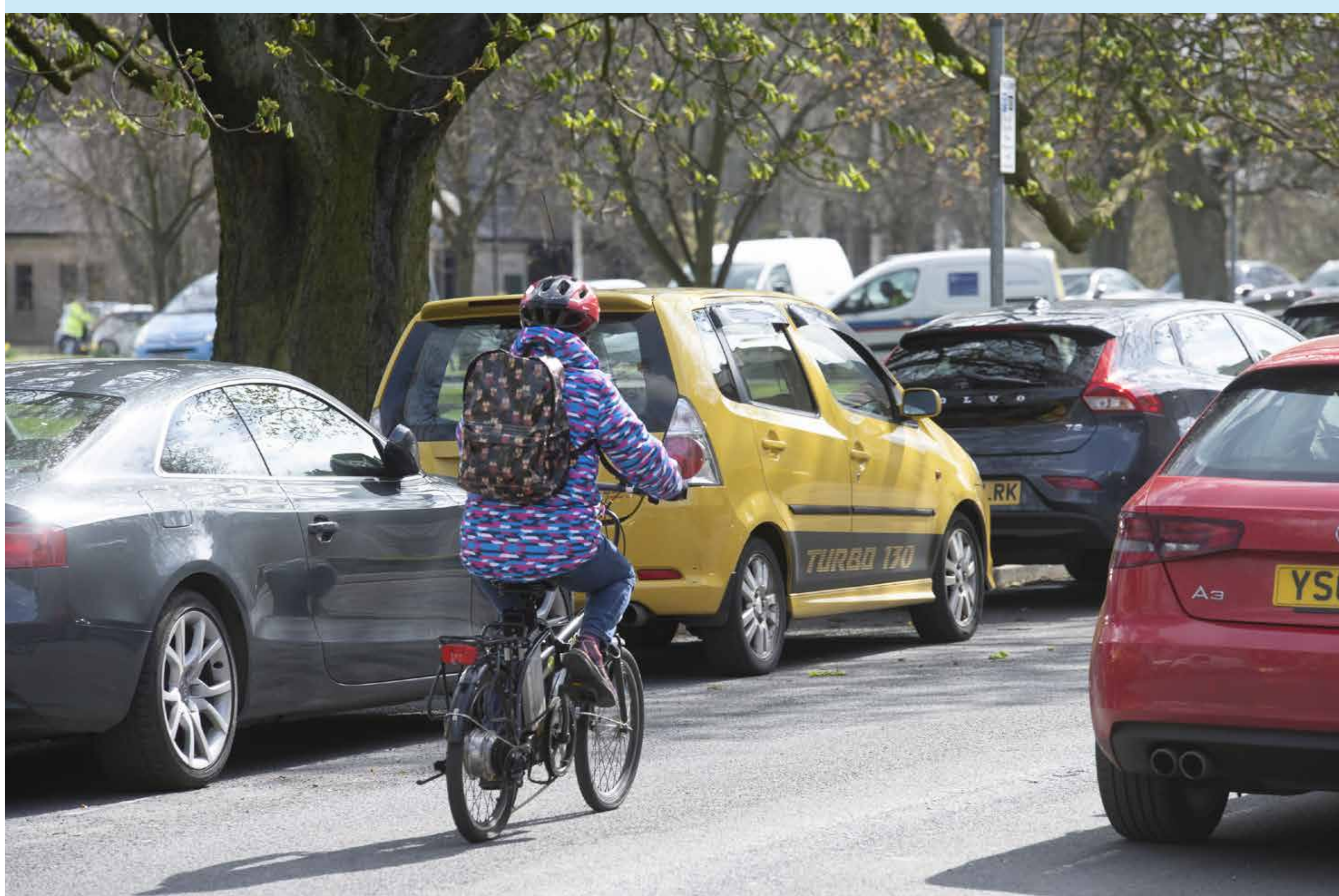
- Personal journey plans could be offered to residents, schools and workplaces.
- Can a journey be made in a more sustainable way, and if so, how?
- Providing information to give confidence to travel without a car (e.g. walking distances and times, public transport locations and times, plus the total door-to-door duration of the journey).
- Using advertising, marketing, incentives and information to encourage people to consider their way of travelling

Key benefits

- ✓ No requirement for new infrastructure
- ✓ No disruption for road users
- ✓ Low or no capital cost
- ✓ Potential to reduce car trips and congestion

Potential issues

- ⚠ 'Light touch' - needs complementary measures to maximise effectiveness
- ⚠ Long term campaign
- ⚠ Relies on people's willingness to change to their behaviour (could be limited)
- ⚠ Significant time involved



Sustainable transport at new developments



Moving house or starting a new job is a good opportunity to change travel behaviour - before habits form. Two parts to the proposed measure:

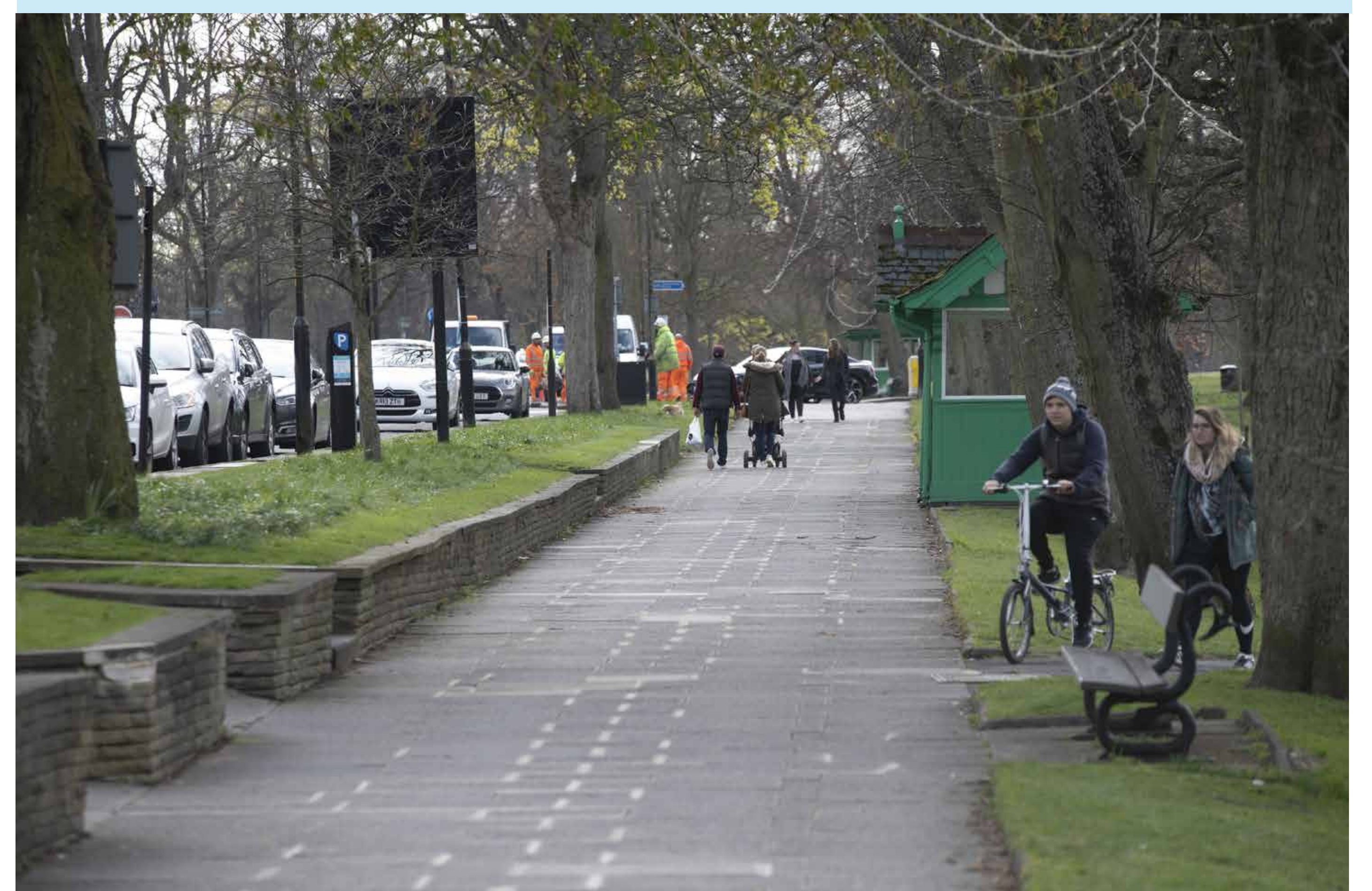
- Making walking, cycling and public transport use as easy as possible:
 - Providing bus services to new developments, improving footways, providing cycle parking or setting up a car-share service
- Providing a travel information pack:
 - Information on travel options, supported by incentives such as a bus voucher, cycle training or priority parking spaces for car sharers

Key benefits

- ✓ Unlikely to cause disruption to road users
- ✓ Relatively low cost
- ✓ Potential to reduce car trips
- ✓ Improves town centre access for non-motorists
- ✓ Encourages more walking and cycling
- ✓ Improves road safety

Potential issues

- ⚠ 'Light touch' - needs complementary measures to maximise effectiveness
- ⚠ Relies on people's willingness to change to their behaviour
- ⚠ Potential impact on business deliveries
- ⚠ Requirement for council staff time



Package B: Demand management and travel behaviour

Managing traffic

Traffic management zone



Addressing congestion successfully may mean not only encouraging sustainable travel, but also discouraging car use. A traffic management zone would charge car drivers using certain roads, monitored by cameras. A similar scheme in Durham City has seen traffic decrease by 85%.

The charge may cover the cost of the scheme, or be higher with funds invested in sustainable travel options.

At this stage, the roads subject to this charge have not been identified, but would likely be limited to Harrogate town centre. New signage would mark the location of the charging zone.

Key benefits

- ✓ Improved air quality and public health
- ✓ Reduced congestion in town centre
- ✓ Encourage walking, cycling or public transport use
- ✓ No significant new infrastructure required

Potential issues

- ⚠ Delivery access for businesses
- ⚠ Maintenance and administration costs
- ⚠ Congestion in other areas may increase

Travel plans



A travel plan is a package of actions intended to encourage sustainable travel. Developed for businesses, housing developments, schools or other organisations – they can reduce car journeys by 20% where applied successfully.

School travel plans focus on reducing cars on the school run, as well as education - offering the potential for this behaviour to continue into adulthood. Travel plans could include incentives, such as discounted public transport tickets, journey plans and bespoke travel information.

Key benefits

- ✓ Low cost option
- ✓ Help reduce congestion particularly during morning and evening peak times
- ✓ Can reduce impact of large events

Potential issues

- ⚠ Reliant on businesses, schools and residents supporting Travel Plans
- ⚠ Reliant on other measures to ensure effectiveness (e.g. campaign to encourage behaviour change)
- ⚠ No physical improvements included (e.g. to walkways)
- ⚠ Significant time involved (full time role)

Car sharing and car clubs



Car sharing effectively reduces car trips by people travelling together.

Option also includes electric car clubs – permitting hire as an alternative to car ownership (locations to be confirmed – potentially housing estates and town centre).

Car sharing would be encouraged through a promotional campaign and by working with businesses.

Key benefits

- ✓ Improved air quality and public health
- ✓ Potential to reduce congestion, particularly at peak times (car sharing is usually by commuters)

Potential issues

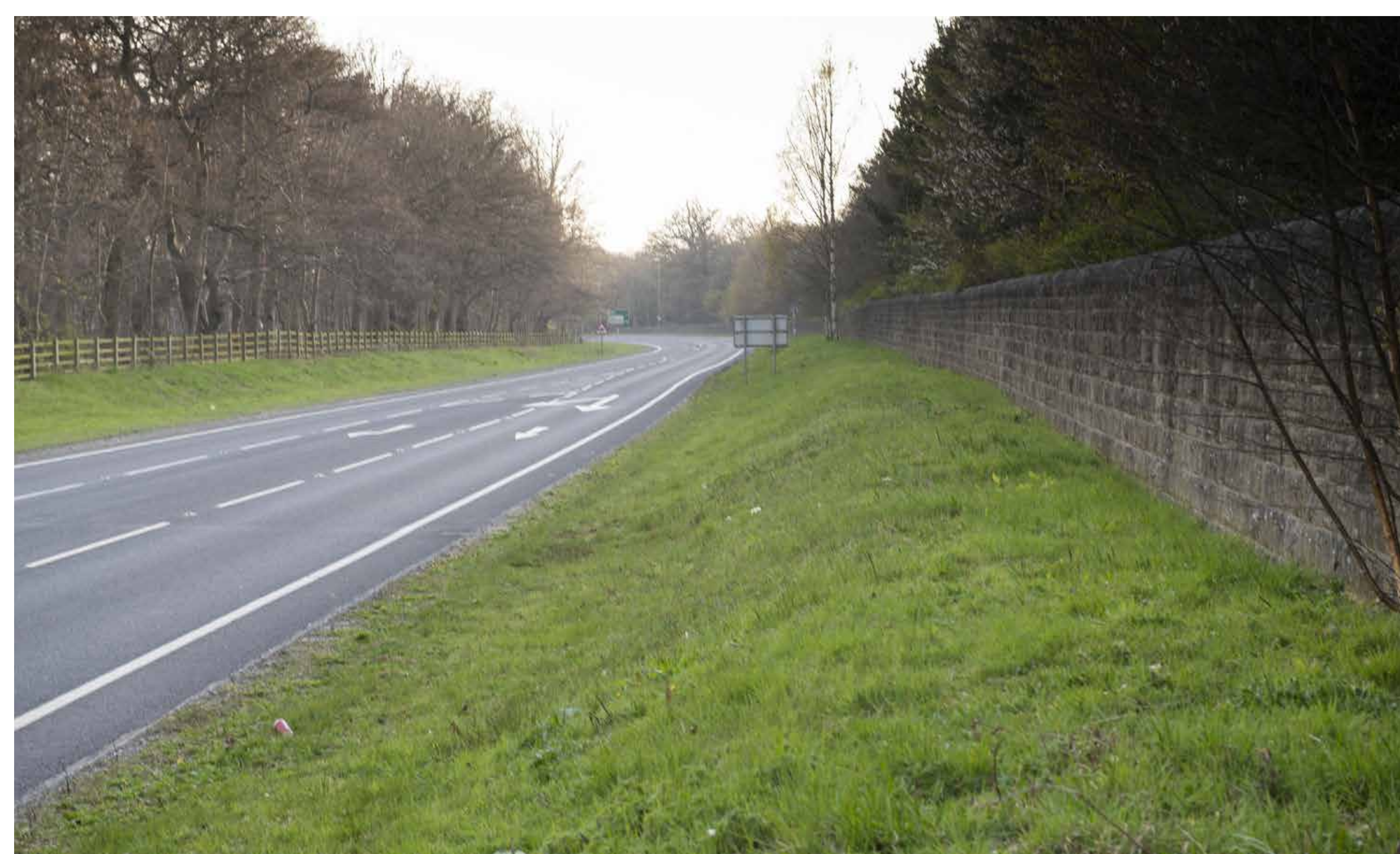
- ⚠ Relies on support by businesses/adequate promotion
- ⚠ Cost to implement and maintain a car club
- ⚠ Reliant on other measures to ensure effectiveness (e.g. campaign to encourage behaviour change)
- ⚠ Relies on people's willingness to change their behaviour



Package E: Major infrastructure improvement

Includes CORE INTERVENTIONS as well as a series of major infrastructure changes:

- May be necessary to make major changes to help people and goods to move more easily around Harrogate and Knaresborough now and in the future.
- Major changes require considerable investment and can result in compromises and impacts, especially environmental impacts, that are felt elsewhere.
- The measures in Package E consider more substantial changes, including major infrastructure.
- Initial modelling suggests Package E would have a significantly greater impact on traffic flows.
- Due to the complex multi-modal modelling that would be required, it is not possible to present detailed analysis for either package at this stage.



Package E: Major infrastructure improvement

Bus priority improvements



Buses can help to reduce congestion, and improve air quality, because they are:

- Efficient users of road space (can carry up to 80 passengers)
- Effective at moving people into a town centre – where many trips begin and end

To encourage use, services need to be:

- Frequent
- Reliable
- Convenient
- Allow comparable journeys to car

Bus priority measures could include:

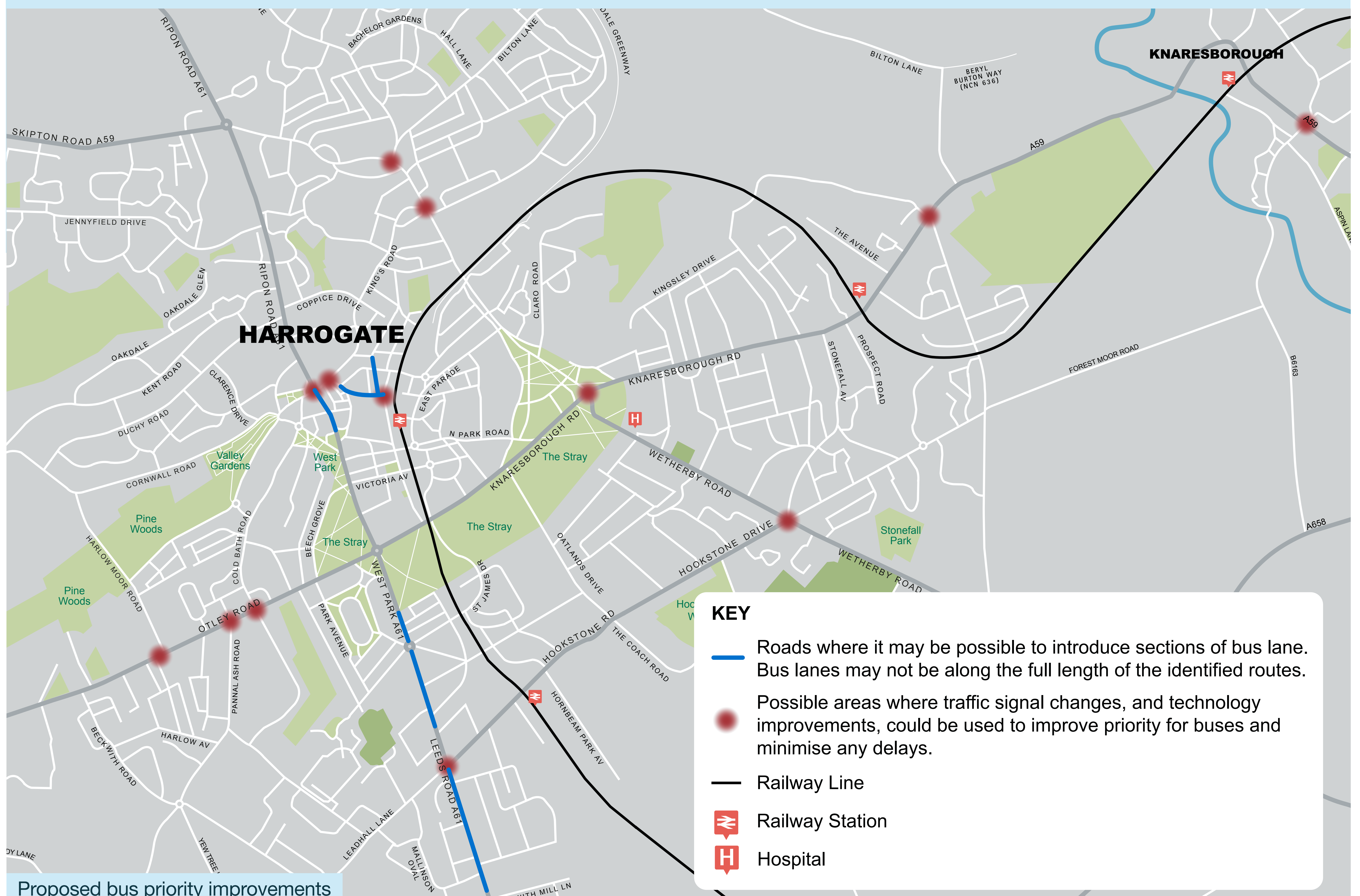
- New bus lanes
- Improvements to bus stops and shelters
- Smart traffic signals that reduce delays by offering longer or early green lights to buses

Key benefits

- ✓ Improves bus journey times and reliability
- ✓ Makes bus travel more attractive, encouraging use instead of car trips - reducing congestion
- ✓ Improves safety for pedestrians and cyclists through less road traffic
- ✓ Improved air quality and better town centre environment, with fewer cars

Potential issues

- ⚠ May negatively affect some car journey times as buses gain more priority
- ⚠ Reduced or restricted road space for other vehicles
- ⚠ Requires on-road infrastructure changes which may cause temporary disruption
- ⚠ May require reallocation of green space as well as highway



Proposed bus priority improvements

Package E: Major infrastructure improvement

Park and Ride



Some people will always need to use their car, especially from rural areas. However, door-to-door journeys can cause significant congestion, especially closer to town centres.

A Park and Ride facility allows car use for most of the trip, but bus use closer to town. This can:

- Reduce traffic on the busiest parts of the road
- Deliver environmental benefits
- Act as a popular transport alternative for visitors

Further work is needed to identify the location of the Park and Ride facilities. Recent studies suggest the most effective locations to be on the routes shown in the map:

- The A59 on the outskirts of Harrogate and Knaresborough
- A661 Wetherby Road
- Dunlopillo (Pannal)

Providing a dedicated Park and Ride (like in York) would likely be very expensive – so using existing bus services would be more cost effective.

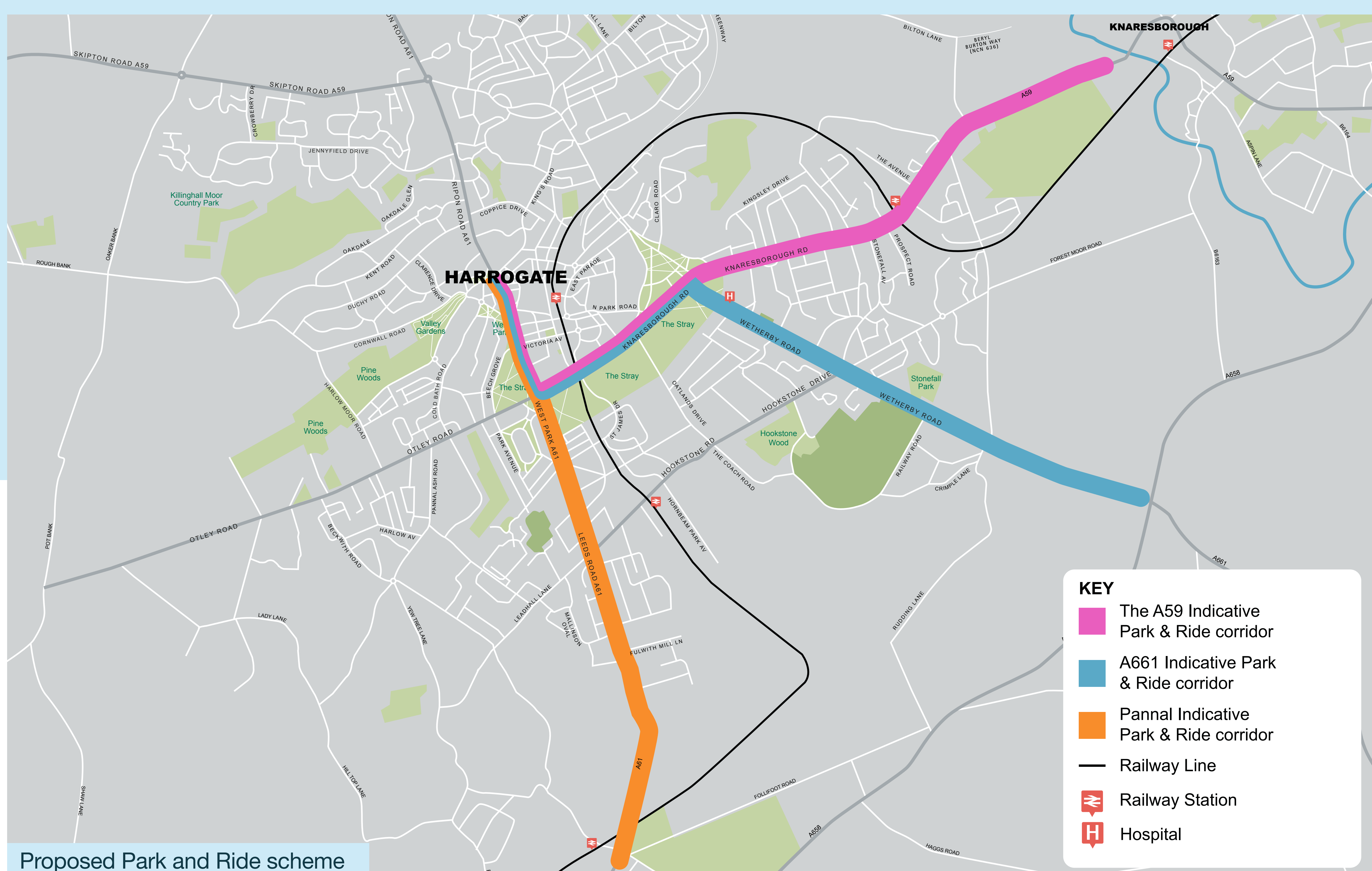
Bus priority improvements would ensure the Park and Ride is effective and attractive, making trips into the town centre quicker than by car.

Key benefits

- ✓ Relieves congestion and reduces traffic on the busiest sections of key roads
- ✓ Encourages more use of public transport
- ✓ Improves air quality and environment in the town centre by removing cars
- ✓ Improves safety for pedestrians and cyclists due to reduced traffic
- ✓ Provides an alternative for visitor parking

Potential issues

- ⚠ High cost measure would need to generate enough revenue to operate
- ⚠ Potential loss of green space
- ⚠ Requires physical infrastructure that might cause disruption
- ⚠ Reliant on bus priority measures - difficult on a constrained network



Package E: Major infrastructure improvement

Relief road corridor



An outer northern relief road, and Killinghall bypass, was first proposed in the 1990s as a potential means of addressing congestion issues. Over the last two years, as part of this study, further work has been done to establish the level of benefit different new road options could bring for Harrogate and Knaresborough.

The aim of a new road would be to relieve congestion in the towns and on the key roads that lead into them. Transferring traffic onto an alternative route would release space on the road to create a better environment and improve safety for cyclists and pedestrians. It would also improve bus journey times on key routes, increasing the chances of people choosing these ways to travel.

Initial work suggests an 'Inner Southern and Killinghall Bypass route without a link to Bilton Lane' would be most effective in reducing traffic, potentially by up to 30% on some key roads in the town including:

- A59 through Knaresborough;
- A59 from Empress Corner to New Park Roundabout;
- A661 in the vicinity of Woodlands junction;

Other options including a Western and a Northern bypass were also considered as part of this study but were rejected at an early stage as they did not provide sufficient congestion relief to justify their cost.

No detailed design work has been undertaken at this stage but we have identified a corridor along which a new road could be created. A route in this corridor is felt to represent the best balance between the congestion relief benefits and the environmental and other impacts. It is very important to note that the corridor shown is indicative, and shows only possible new junctions and the approximate route a road could follow between them.

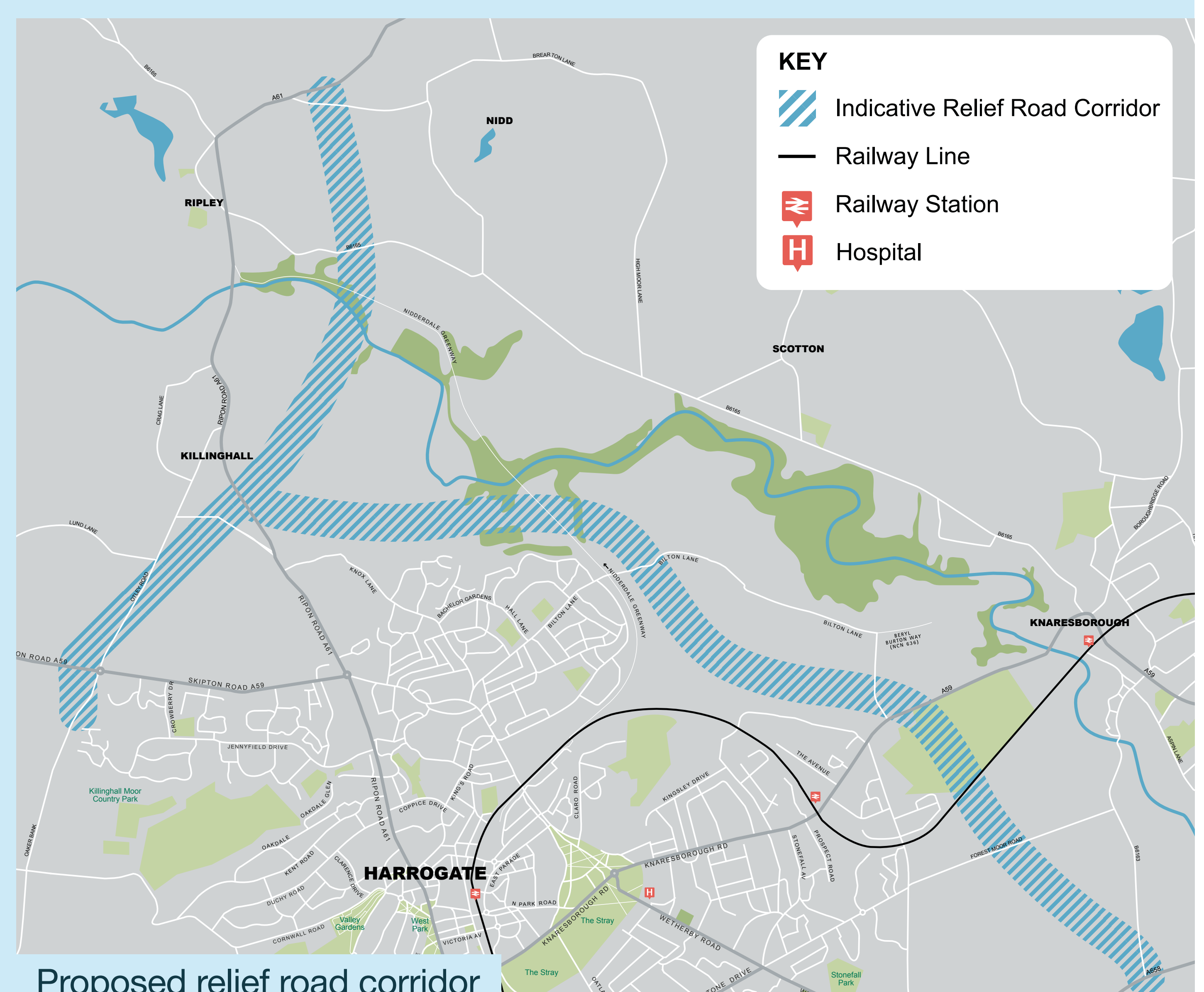
Further development work and consultation would need to be undertaken if this route is progressed further. Detailed traffic modelling, Environmental Impact Assessments and much other work would also be needed to inform the decision-making process and any bid for funding.'

Key benefits

- ✓ Relieve congestion on the busiest roads, improved and more reliable journey times
- ✓ Improved road safety and air quality on existing routes
- ✓ Supports economic and housing growth
- ✓ Frees up road space to create a better environment for residents, workers and visitors
- ✓ Improved pedestrian and cycle links
- ✓ Provides additional road space and therefore resilience

Potential issues

- ⚠ High cost
- ⚠ Environmental and landscape impacts
- ⚠ Loss of green space and impact especially in the Bilton Fields Area
- ⚠ Air quality and noise impacts
- ⚠ Redistribution of trips will increase traffic on some existing roads
- ⚠ Does not actually reduce overall trips and may even attract some new trips
- ⚠ Does not address short, internal trips



Harrogate congestion engagement



Have your say

Now you have read about the options, please complete our survey

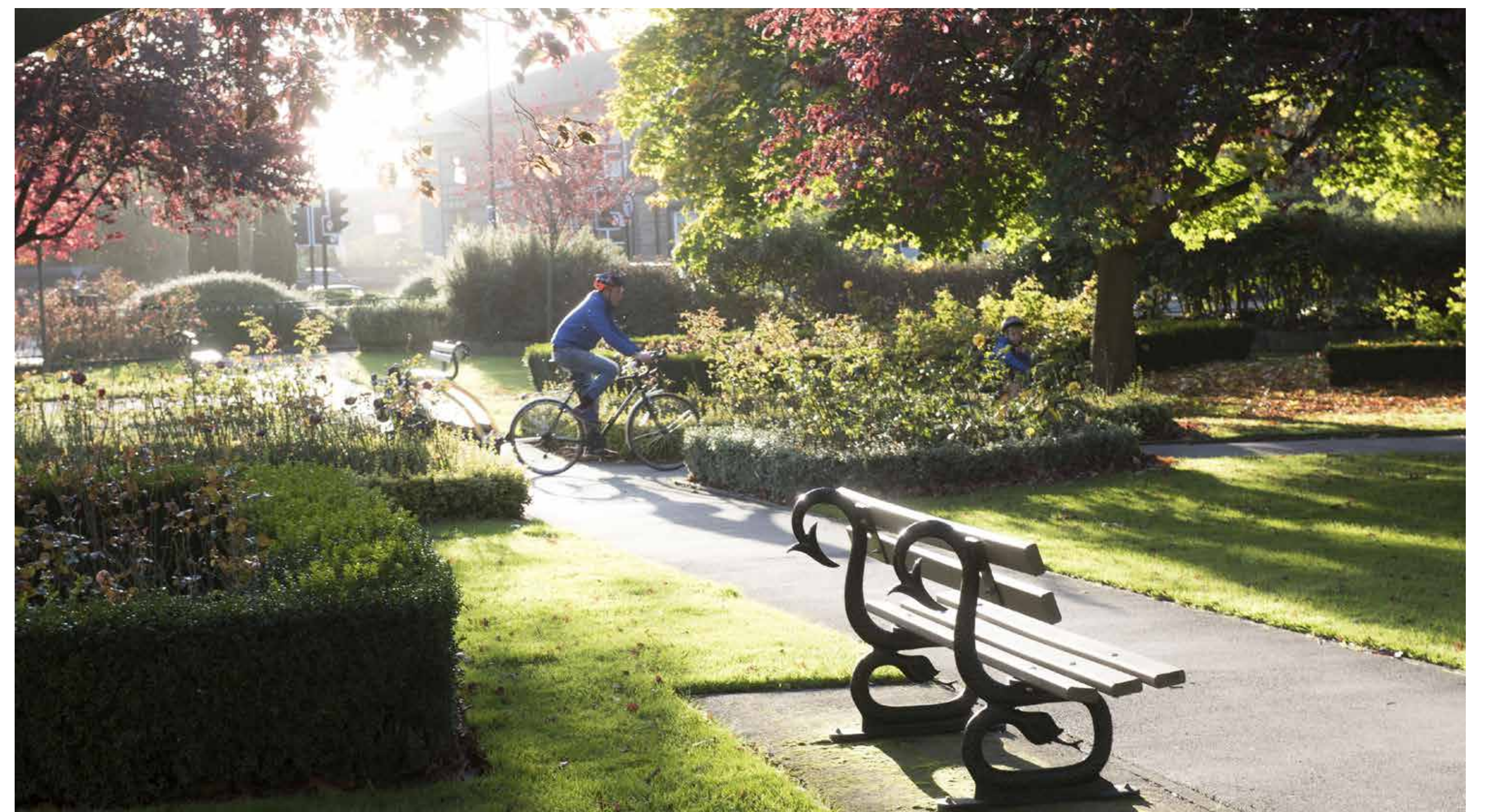
We want to know whether you think congestion is a problem, whether it affects you, and what measures you would be prepared to support to help reduce it.

We all contribute to congestion, so we all need to be part of improving the situation. Everyone has a stake in making the roads easier to use, safer and healthier for motorists, cyclists and pedestrians.

We want as many people as possible to fill in our survey and are keen to know what all members of the community see as the issues.



Please go online to:
www.northyorks.gov.uk/complete-survey



For further information please visit: www.northyorks.gov.uk/harrogate-congestion-engagement



Options to manage congestion in Harrogate and Knaresborough

15th April to 8th July 2019

Introduction

Our research together with anecdotal evidence indicates that there is congestion in Harrogate and Knaresborough. Housing and employment growth in the area is expected to continue, and while local improvements might offset the direct impacts of this growth, they will not help to solve existing congestion.

What are the reasons for this?

The reasons for this can broadly be explained as follows:

- A lot of people commute into and out of Harrogate
- The existing road network wasn't designed to deal with so much traffic
- Journeys in the morning and evening are the main cause of the traffic issues but there are problems throughout the day
- A lot of journeys are very short, with many of these being made within the towns themselves and made by car
- There are currently low levels of cycling
- Bus use in Harrogate is low
- There are air quality issues in the area
- The number of cars on the road is expected to increase

We want to know whether you think congestion is a problem, whether it affects you, and what measures you would be prepared to support to help reduce it. We all contribute to congestion, so we all need to be part of improving the situation. Everyone has a stake in making the roads easier to use, safer and healthier for motorists, cyclists and pedestrians.

What are we doing?

We're asking for your views about a number of possible measures that could be used to relieve congestion – we want to hear from as many people as possible. We are asking questions in a survey, and we would like to hear your comments. The survey will be available online, via the council's website. We can also provide paper copies of the survey and accessible formats on request and will make copies available in libraries.

Throughout this process we are following national guidance set out by the Department for Transport. We are making every effort to ensure the process is open, accessible and transparent.

Why are we asking for your views?

Because we want to:

- Improve the quality of life for people in the area
- Support sustainable housing
- Support economic growth
- Improve local air quality

Implementing measures to help with congestion will be a long process. And we are aware that even if we 'do nothing' it doesn't mean that nothing will change.

Who can take part?

Anyone can fill in the survey - we want as many people as possible to tell us what they think, including the following groups;

- residents and people who work in, and visit Harrogate and Knaresborough
- businesses and organisations based in Harrogate and Knaresborough

We want to know what all members of the community see as the issues.

How long will the survey be open?

The survey is open for 12 weeks, starting on 15th April 2019 and ending on 8th July 2019.

What will we do with your comments?

All views expressed in the survey will be taken into consideration when a decision is made on the type of package to take forward.

Using your comments, we will produce a package of measures designed to deliver the best outcomes. There would be consultations on any specific measures as they were developed.

Measures to relieve congestion

The complexity of the area's traffic issues means they are unlikely to be addressed by a single solution, so two indicative packages combining a range of measures have been developed. The packages simply illustrate what could be done and are wholly flexible.

There are measures we already take, or plan to take, to help to reduce congestion. These include providing better traffic and travel information, creating better public spaces, managing traffic, roads and parking and improvements to public transport and cycling provision. Measures of this sort would, to a greater or lesser degree, be likely to be part of any package taken forward.

We have then compiled a package of measures aimed at managing demand for travel and changing people's travel behaviour (known as package B). These include providing information in different, accessible ways, encouraging use of public transport, cycling and walking for shorter trips, investing in car-sharing and car clubs and working with residents, schools and businesses. Most do not involve major infrastructure changes.

The final series of options (package E) looks at major changes. These include a new road to relieve congestion in the towns and on the key roads leading into them, a park and ride scheme for Harrogate, and improved priority for buses through bus lanes and changes to junctions. If any of these measures were taken forward, it would be alongside measures to manage demand and change behaviour.

More detail on the above congestion measures can be found at

www.northyorks.gov.uk/harrogatecongestion

And if you require any further information, please email

harrogatecongestion@northyorks.gov.uk

How to take part

Please fill in the online survey, at www.northyorks.gov.uk/harrogatecongestion

If you would like a paper copy or accessible version of the survey, please call our customer service centre on **01609 780 780** or email customer.services@northyorks.gov.uk

You can pick up a paper copy of the survey from your local library.

There will also be a series of public exhibitions to allow people without access to the internet to view information on the proposals. Details of the events and dates confirmed at the time of printing are:

The Cairn Hotel, Harrogate, HG1 2JD

Wednesday 8th May • 15:00 - 17:00 & 18:00 - 20:00

Harrogate and Knaresborough congestion – 15.04.19 to 08.07.19

Thursday 23rd May • 15:00 - 17:00 & 18:00 - 20:00

Saturday 15th June • 10:00 - 12:00

Best Western Hotel, Bond End, Knaresborough, HG5 9AL

Tuesday 14th May • 15:00 - 17:00 & 18:00 - 20:00

Wednesday 5th June • 15:00 - 17:00 & 18:00 - 20:00

Killinghall Methodist Hall, Ripon Road, Killinghall. HG3 2DG

Wednesday 5th June • 16:30 - 18:30

Pannal Village Hall, Station Road, Pannal. HG3 1JG

Thursday 16th May • 17:00 - 19:00

Please fill in the survey by 8 July 2019

It's important that as many people as possible take part because:

- This is the first important stage towards understanding what measures might be put in place. We want to hear as wide a range of views as possible on what people think are the best ways to reduce congestion in Harrogate and Knaresborough now and in the future.
- Congestion is not just a problem for drivers. It affects pedestrians and cyclists, people who live, work and shop in the towns, young and old, parents who have chosen to raise their families here, businesses, and visitors.
- Any decisions taken will potentially have a long-term impact on the towns.

Contact us

North Yorkshire County Council, County Hall, Northallerton, North Yorkshire, DL7 8AD

Our Customer Service Centre is open Monday to Friday 8.00am - 5.30pm
(closed weekends and bank holidays). Tel: **01609 780 780**

email: customer.services@northyorks.gov.uk web: www.northyorks.gov.uk

If you would like this information in another language or format please ask us.

Tel: **01609 780 780** email: customer.services@northyorks.gov.uk

Harrogate Congestion Study

This report was generated on 15/07/19. Overall 15510 respondents completed this questionnaire.

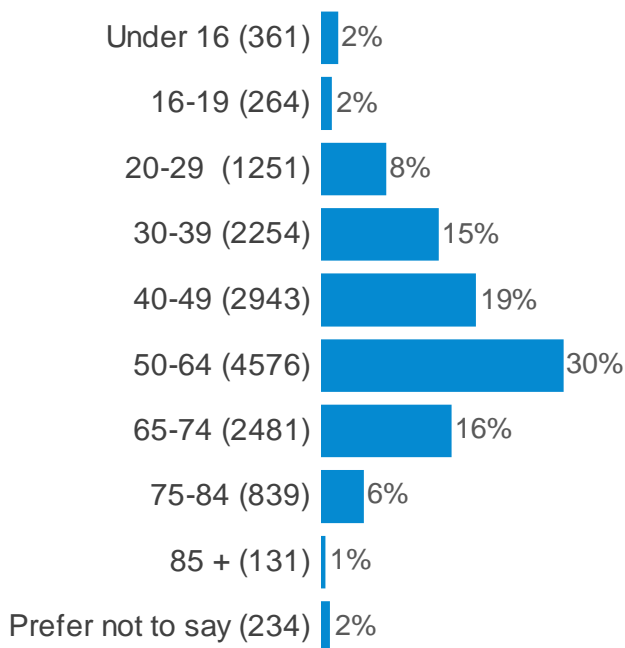
The report has been filtered to show the responses for 'All Respondents'.

The following charts are restricted to the top 20 codes. Lists are restricted to the most recent 0 rows.

Are you responding as:



Which age category are you in?

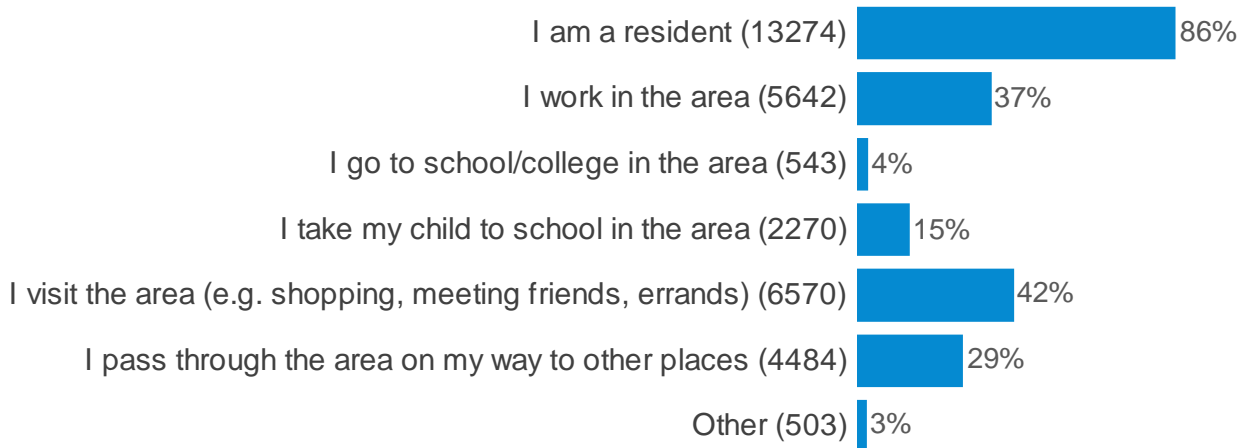


Do you consider yourself to be a disabled person or to have a long-term, limiting condition?

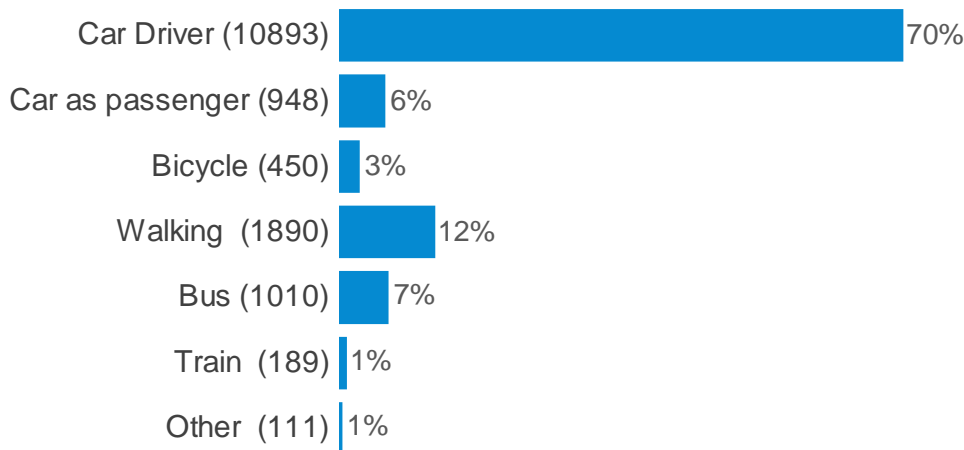


Harrogate Congestion Study

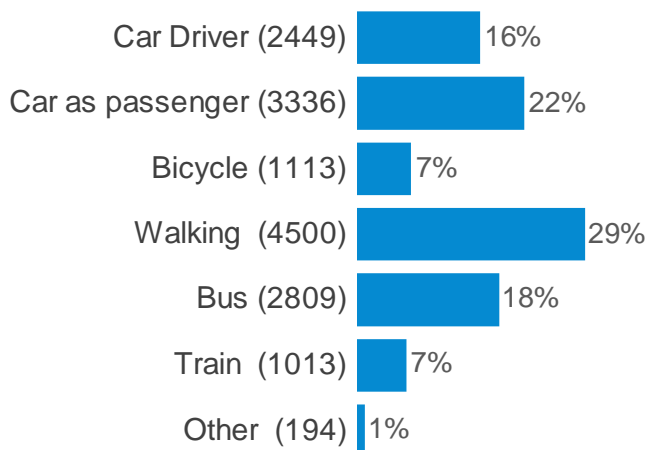
**Why do you travel in Harrogate and Knaresborough?
Tick all that are applicable.**



Please choose the mode of transport you use most often to travel in Harrogate and Knaresborough:



Please choose the mode of transport you use second most often to travel in Harrogate and Knaresborough:

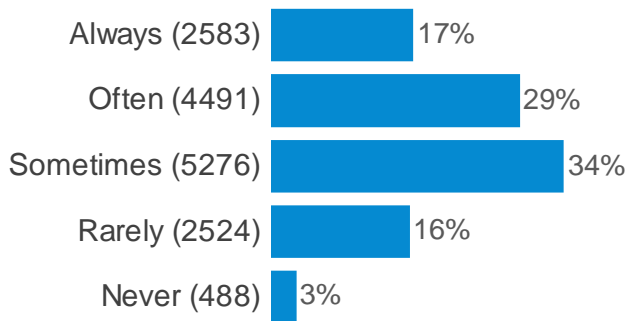


Harrogate Congestion Study

Do you think there is traffic congestion in Harrogate and Knaresborough?

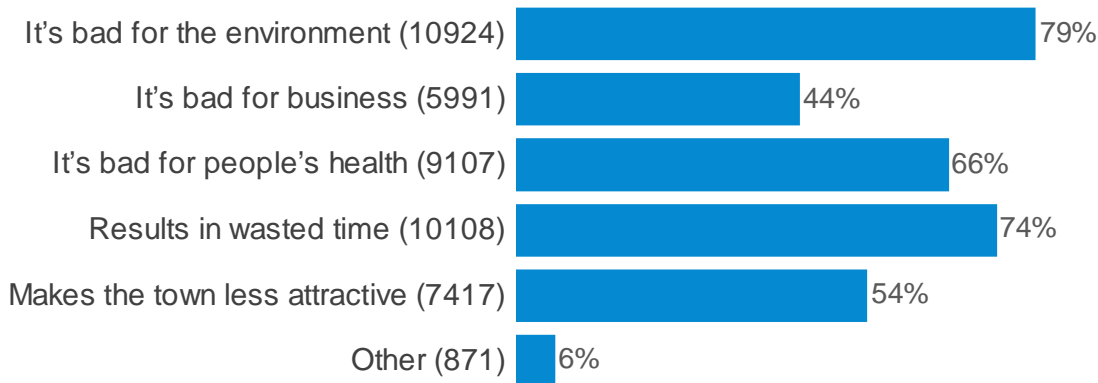


How often is traffic congestion in Harrogate and Knaresborough an issue for you? ()

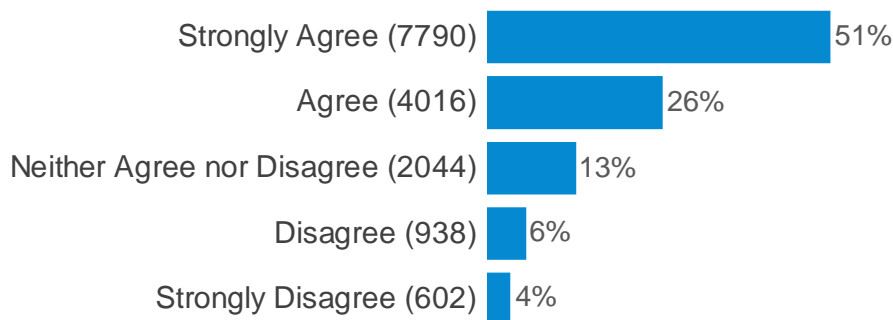


If you feel that congestion is an issue in Harrogate and Knaresborough, why do you think so?

Tick all that are applicable.

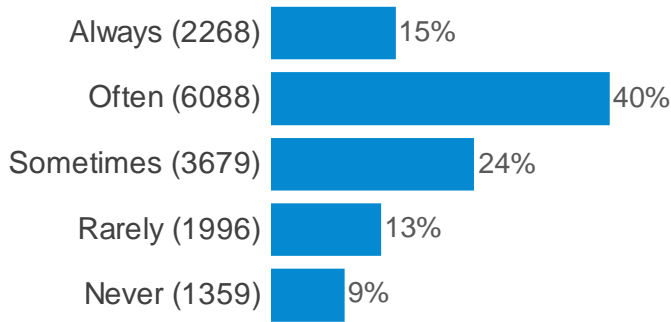


Having read the information, how strongly do you feel that we should improve cycling & walking infrastructure and facilities to reduce congestion in Harrogate and Knaresborough? ()

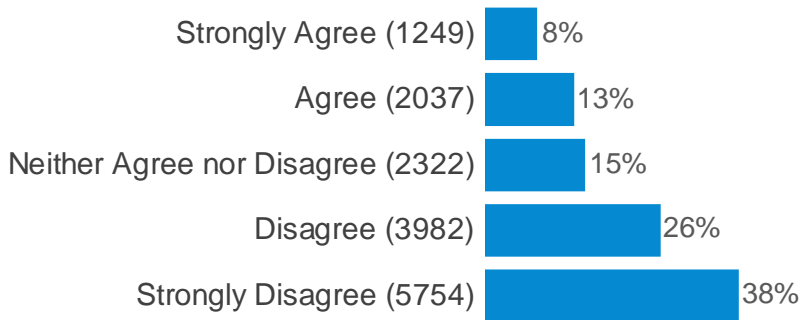


Harrogate Congestion Study

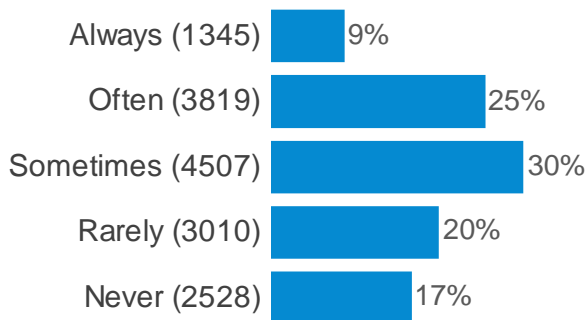
How often do you think you would use improved cycling & walking facilities in Harrogate and Knaresborough? ()



Having read the information, how strongly do you feel that we should introduce a charge to drive into the centre of Harrogate, or increase parking charges, to reduce congestion in Harrogate and Knaresborough? ()

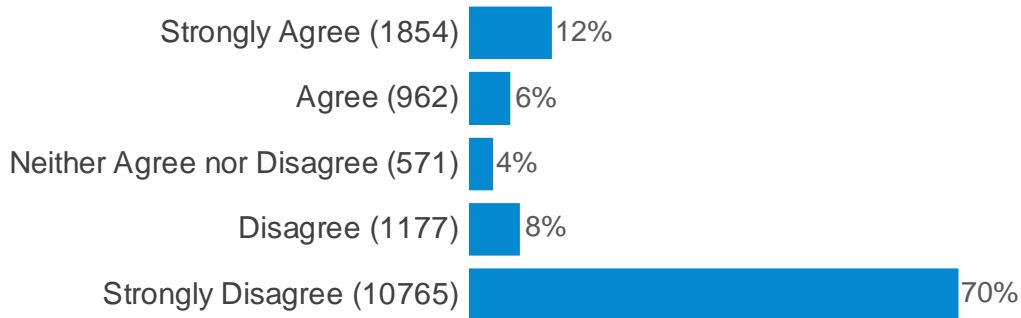


If a charge was introduced, or if parking charges increased, how often do you think it would discourage you from using your car? ()

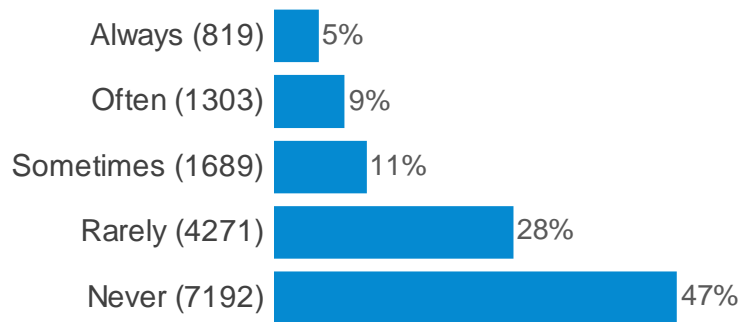


Harrogate Congestion Study

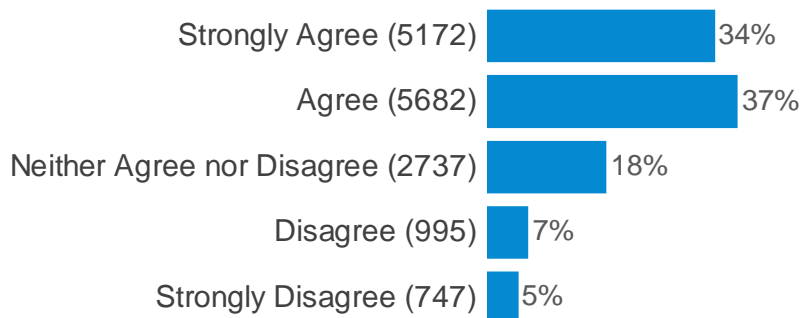
Having read the information, how strongly do you feel that we should construct a relief road between Harrogate and Knaresborough including a Killinghall Bypass (as shown in the information) to reduce congestion in Harrogate and Knaresborough? ()



How often do you think you would use a relief road between Harrogate and Knaresborough (as shown in the information)? ()

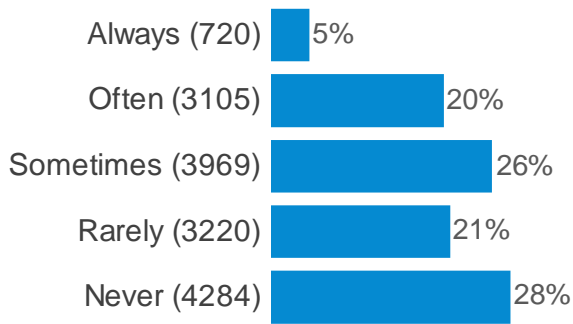


Having read the information, how strongly do you feel that we should introduce park and ride facilities to reduce congestion in Harrogate and Knaresborough? ()

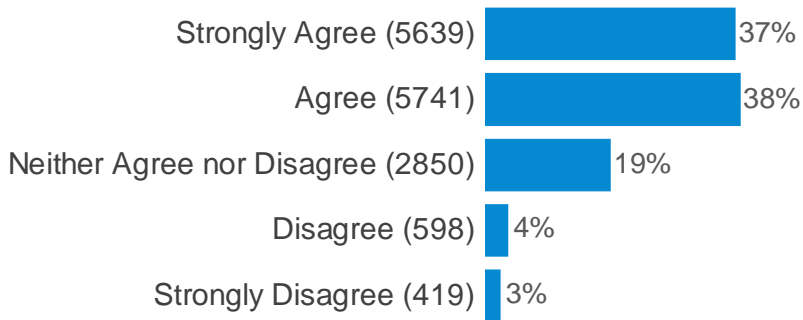


Harrogate Congestion Study

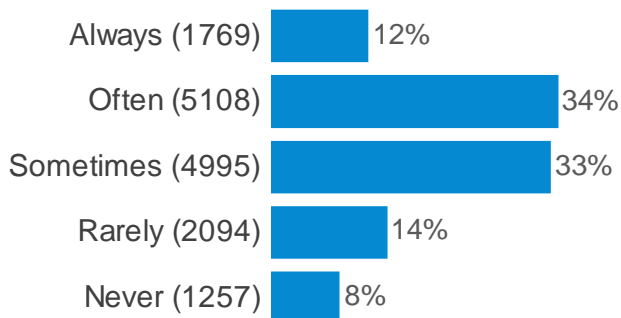
How often do you think you would use a park and ride service in Harrogate and Knaresborough? ()



Having read the information, how strongly do you feel that we should encourage smarter travel choices and behaviour change to reduce congestion in Harrogate and Knaresborough? ()

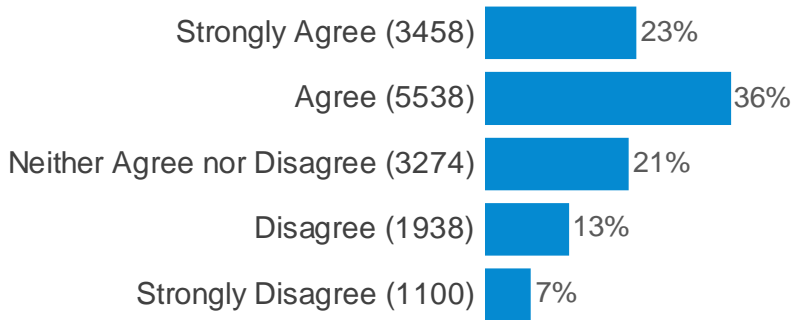


How often do you think you would choose to use smarter travel options in Harrogate and Knaresborough? ()

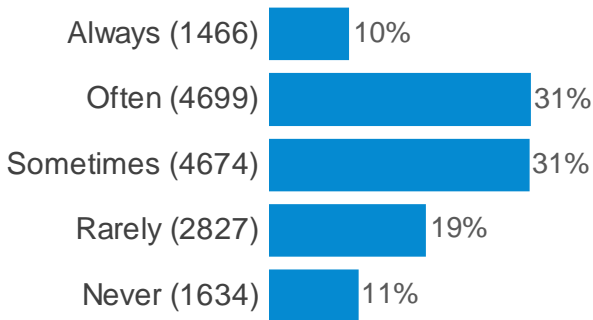


Harrogate Congestion Study

Having read the information, how strongly do you feel that we should improve bus priority (bus lanes and priority for buses at junctions) to reduce congestion in Harrogate and Knaresborough? ()



How often do you think you would use quicker and more reliable buses in Harrogate and Knaresborough? ()



QUESTIONS ABOUT THE PROPOSED INTERVENTIONS:

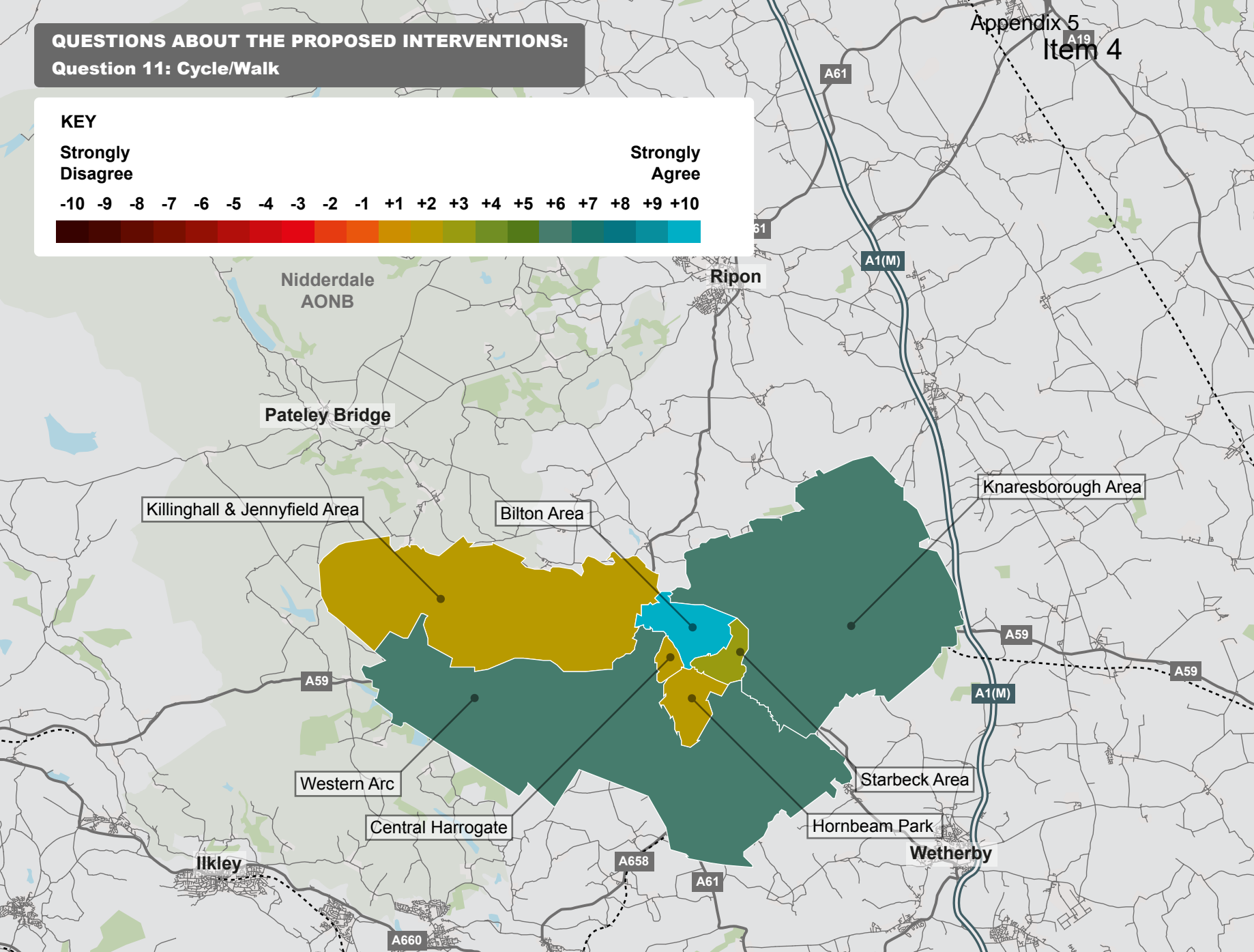
Question 11: Cycle/Walk

KEY

**Strongly
Disagree**

**Strongly
Agree**

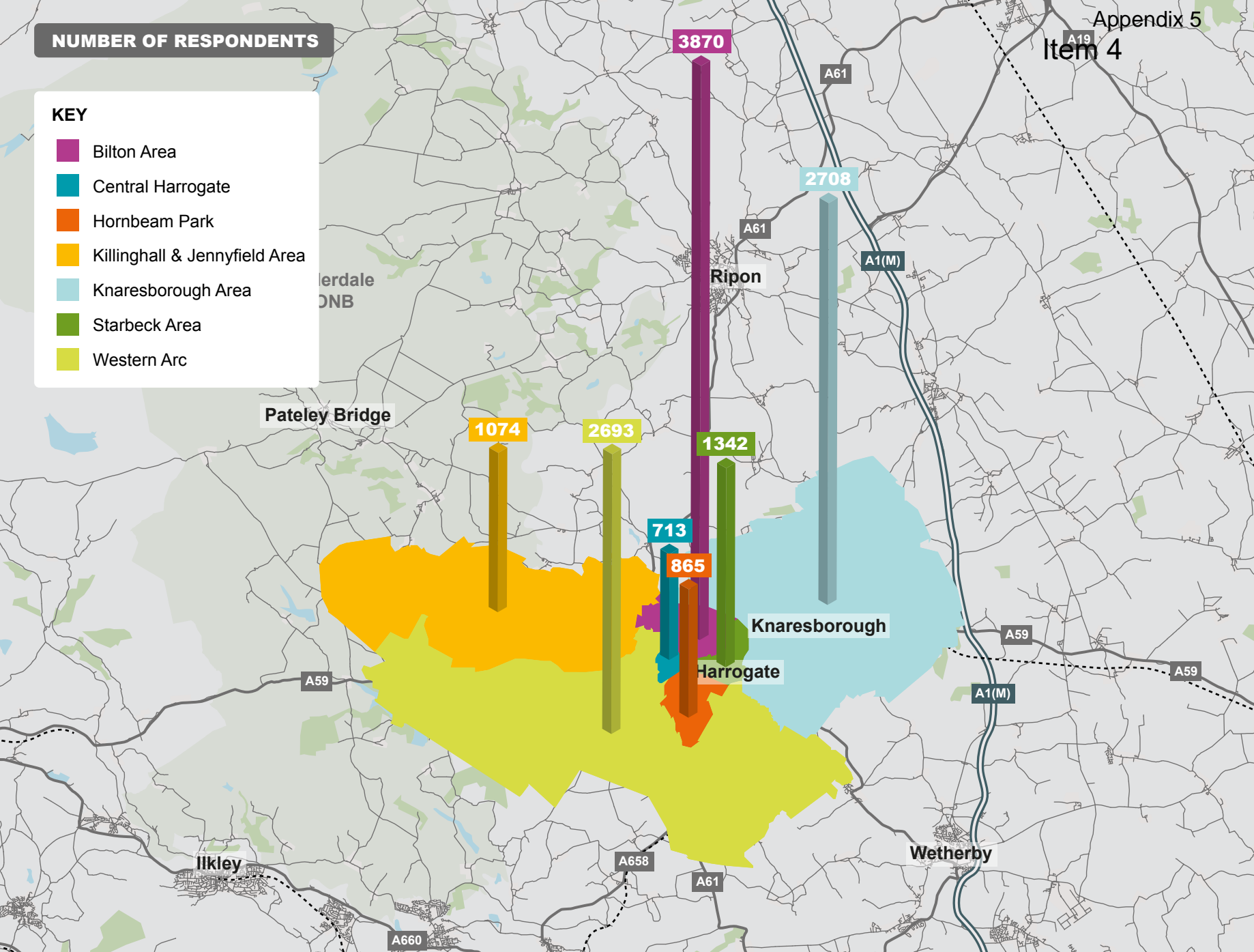
-10 -9 -8 -7 -6 -5 -4 -3 -2 -1 +1 +2 +3 +4 +5 +6 +7 +8 +9 +10



NUMBER OF RESPONDENTS

KEY

- Bilton Area
- Central Harrogate
- Hornbeam Park
- Killinghall & Jennyfield Area
- Knarsborough Area
- Starbeck Area
- Western Arc



Example of woodland Trust automatically generated email. Appendix 7

“Dear Sir/Madam,

I am writing to express my concern about the potential relief road corridor being considered as part of the Harrogate Congestion Study on account of its impact on the natural environment.

The proposed corridor is likely to result in direct loss of ancient woodland, an irreplaceable habitat, as well as running through the Woodland Trust’s wood, Bilton Beck, an area that forms part of the wider Nidd Gorge landscape. As well as causing damage and loss to these ancient woods, the relief road would fragment the landscape and impact on the connectivity and overall integrity of the surrounding environment and the wildlife that call Nidd Gorge home. I also object to the loss of the community outreach planting that has been undertaken in the past few decades in the Bilton fields around the Nidderdale Greenway.

In relation to question 15 of the online survey, I strongly disagree with the construction of a relief road between Harrogate and Knaresborough. I believe the council must ensure that damaging new road proposals are not taken forward and that alternative sustainable options are considered for the area. A new road scheme in this location would be simply unacceptable.”

North Yorkshire County Council

Harrogate and Knaresborough Area Constituency Committee

Minutes of the meeting held on Thursday 29 August 2019 at 9.30 am at the Cairn Hotel, Ripon Road, Harrogate

Present:-

Members:-

County Councillor John Mann (in the Chair); County Councillors Philip Broadbank, Jim Clark, Richard Cooper, John Ennis, David Goode, Paul Haslam, Don Mackenzie, Zoe Metcalfe, Cliff Trotter, Geoff Webber and Robert Windass

In Attendance:-

County Council Officers:- Barrie Mason (Assistant Director, Highways and Transportation), Andrew Bainbridge (Team Leader Transport Planning, Highways and Transportation) and Ruth Gladstone and Kate Arscott (Democratic Services)

Approximately 40 members of the press and public

Apology for Absence:-

An apology for absence was received from County Councillor Michael Harrison. (It was reported that County Councillor Michael Harrison was also a member of the Skipton and Ripon Area Constituency Committee and he had advised that he intended to attend that Committee's meeting at which the results of the Harrogate and Knaresborough congestion study public engagement would be considered.)

Copies of all documents considered are in the Minute Book

35. Minutes

Resolved –

That the Minutes of the meeting held on 21 March 2019, having been printed and circulated, be taken as read and be confirmed and signed by the Chairman as a correct record.

36. Declarations of Interest

In respect of the item of business about the results of the Harrogate and Knaresborough congestion study public engagement:-

- County Councillor Philip Broadbank announced that his brother had a house on Forest Moor Road. That did not constitute a disclosable pecuniary interest and therefore he was able to speak and vote. He advised that he made this announcement for the purpose of transparency.

- County Councillor Paul Haslam advised that he lived on Bilton Lane in Harrogate which was close to one of the indicative routes. He reported that he had been granted a dispensation to enable him to speak, but not necessarily to vote.

37. Public Questions or Statements

Five questions or statements were put to the meeting by members of the public. Four related to the results of the Harrogate and Knaresborough Congestion Study public engagement and one related to parking around Harrogate Civic Centre. The five public questions or statements, together with the responds given at the meeting, are set out in the Appendix to these Minutes.

38. Results of Harrogate and Knaresborough Congestion Study Public Engagement

Considered -

The report of the Corporate Director - Business and Environmental Services which advised of the headline results of the Harrogate and Knaresborough congestion study public engagement, the emerging trends and potential next steps, and sought the Committee's views on potential recommendations to be made to the County Council's Executive.

In summary, the report advised of the following:-

- Members of the public had been asked to give their views on a range of measures to combat congestion, from improvements to encourage more people to walk, cycle or use public transport, to options to manage demand and larger infrastructure projects such as park and ride services and an inner relief road for Harrogate. The engagement had aimed to find out, first of all, to what degree people perceived congestion as a problem, and then what types of measures they would support to address the issue.
- The responses to the public engagement had now been collated and analysed. This showed that more than 15,500 responses had been received to the County Council's survey. In total, 84% of respondents said they viewed traffic congestion as an issue in Harrogate and Knaresborough. In total, 78% of respondents did not support the option of an inner relief road between Harrogate and Knaresborough. For that reason, the report recommended that that proposal should not be taken further at this time. Based on local responses that included the relevant parish councils, the report also suggested further consideration of a bypass for Killinghall and a possible link from the B6162 Otley Road to the A61 Leeds Road.
- Measures with the strongest support included improving cycling and walking infrastructure (77%), introducing park and ride facilities (71%), encouraging smarter travel choices and behaviour change (75%), and the introduction of bus lanes and priority for buses at junctions (59%).
- The report suggested several possible next steps that acknowledge this support. These included:- producing a walking infrastructure plan; preparing "bid ready" cycling and walking routes so that funding opportunities can be seized as they arose; assessing the feasibility of a package of park and ride sites and services; assessing the potential for commercial bus services to carry park and ride passengers; working with bus operators to identify routes where priority measures could improve the commercial viability for the provision of services and identifying potential bus priority measures to achieve that; developing a package to encourage smarter choices and change behaviour,

building on the Open Harrogate initiative; considering the potential for higher-cost, longer-term solutions at key junctions (for example Woodlands junction and Parliament Street/Kings Road); identifying key junctions and congestion hotspots; and reviewing traffic signals to see where improvements might be made.

- The report advised that a congestion charge or increased parking charges had received little support, with 21% of respondents agreeing and 64% disagreeing. Therefore the report suggested that work on a congestion charge should be taken no further at this stage.
- The report suggested a review of on-street and off-street parking charges and consideration of expanding car parking management zones to encourage the use of, and support investment in, alternative modes of transport.

Barrie Mason (Assistant Director, Highways and Transportation) and Andrew Bainbridge (Team Leader Transport Planning, Highways and Transportation) introduced the report and responded to Members' questions.

The Committee debated the issue and Members' comments are set out below.

General comments:-

- Members were very pleased with the level of consultation and engagement. The public engagement was regarded as a genuine effort to find out what the public wanted. Members congratulated and thanked the officers for their hard work and effort.
- Members welcomed the recommendations on the whole, although there were some areas of disagreement. There were also a few concerns about other matters which are recorded below under the heading "Concerns about other matters".
- Councillor Richard Cooper (Leader of Harrogate Borough Council) highlighted that introducing sustainable transport would not be "the easy option". Consequently the recommendations in the report contained work which the County Council's BES Executive would be taking forward which would include things which would not be universally popular. To illustrate this point, Councillor Cooper gave examples of potential sustainable transport improvements such as extending the pedestrianisation of Harrogate town centre; giving buses priority at traffic lights; removing lanes for cars in Wetherby Road to provide priority bus lanes; segregated cycle lanes; very wide pavements and grass verges being taken away for cycle lanes; and higher parking charges to encourage people into other modes of transport. However, he advised that he would support such proposals and that the Borough Council would do all that it could to introduce proper sustainable measures.
- Members highlighted that good communication with stakeholders and residents would be essential in taking forward each proposal.
- A Member advised that he intended to make more detailed comments direct to the Executive. He clarified, however, that those comments would be positive, constructive and optimistic.

Concerns about other matters:-

- A few Members were critical that the recommendations: excluded looking at rail opportunities such as rail halts for Claro Road, Eastfield in Knaresborough, and

the Woodfield area in Bilton; for not being sufficiently aspirational in looking at smart, green and integrated solutions, solutions to support the more effective use of new technology in both cars for private use and in commercial vehicles; and for saying very little about commercial transport on the roads in the area.

- A few Members expressed disappointment about the apparent speed for progressing the proposals, whilst recognising that work was being undertaken as core interventions. They commented that the County Council should capitalise on the willingness which the public had shown to change.

Members' comments about the specific recommendations set out in the report are below:-

- Congestion charge/increased car parking changes:-
 - Parking permits should be instigated across Harrogate urban area because there is too much free parking at present, as evidenced in the difficulties experienced in trying to park around the Stray.
 - The public engagement had shown that a congestion charge was not welcomed by the public and it was correct that the County Council should not pursue such a measure at the current stage.
 - With regard to on-street and off-street parking charges, and an expansion of car parking management zones, some controversial proposals would arise from this measure but these are the areas which need to be looked at.
 - A full and explicit account should be taken of the reality that parking will potentially be displaced into residential areas and measures should be included to address that.
- Relief road/highway option – To not progress with the Harrogate inner relief road at this time:-
 - It was correct that the construction of an inner relief road in Harrogate was not recommended at this time.
 - There was a debate about the inclusion of the words “at this time” in this recommendation. The majority of Members commented that they had been reassured by the officers’ comments, given at an earlier stage of this meeting, that there was no intention of revisiting the inner relief road proposal in the foreseeable future. A Member highlighted that the current County Council could not “bind the hands” of future Councils, just as today’s residents of Harrogate could not “bind the hands” of future generations and their children and grandchildren and what they might decide to do in 30, 40 or 50 years into the future. Another Member commented that he thought it would be best if the words “at this time” were removed because there were organisations, eg Harrogate golf club, whose operations were not helped if there was any potential of a threat of a relief road being constructed through their land.
- Relief road/highway option – To undertake an initial assessment of a Killinghall bypass including, but not limited to, the existing adopted alignment:-
 - The situation at Killinghall needed to be addressed.

- Concern was expressed about the meaning of the words “not limited to” within the phrase “including, but not limited to, the existing adopted alignment”.
- 17 years previously, the County Council had scrapped proposals for Harrogate western and northern relief roads, at which time alternative measures had been suggested, namely, to encourage people to walk, cycle and use public transport, ie the same things as mentioned in the recommendations now before this Committee. At that time, a senior officer had said that the reasons behind the decision to scrap the scheme was because it was unbuildable and un-fundable. The Member commented that, if a bypass was un-fundable then, it is going to be even more un-fundable now. He suggested that, if the County Council wanted to look again at a western or Killinghall bypass, that it was likely to come to the same conclusion and that a bypass could not be done. He further highlighted that the world had moved on and that the County Council, at a recent meeting of full Council, had passed a motion on climate change, which put the County Council at the forefront of Councils dealing with climate change, and that needed to be taken into account when decisions, such as whether to undertake an initial assessment of a Killinghall bypass, were taken. Instead of looking to build more roads, the County Council should be considering innovative ways of dealing with congestion.
- A recent report from the Friends of the Earth, who were talking to Councils about how they could reduce their carbon footprint, suggested stopping the promotion of measures which created greenhouse gases, for example, increasing road capacity. Many years of evidence showed that new road capacity simply encouraged more road traffic and therefore increased greenhouse gas emissions. At present, the County Council had not commissioned any work on the environmental impact of such developments.
- The recommendation to undertake an initial assessment of a Killinghall bypass including, but not limited to, the existing adopted alignment should have been considered as part of the WSP report.
- Relief road/highway option – To undertake an initial assessment of a highway option to link the B6162 Otley Road to the A61 Leeds Road including consideration of new routes and upgrading of existing routes:-
 - The hope was expressed that the “option to link the B6162 Otley Road to the A61 Leeds Road” was not a resurrection of the former proposal for a western by-pass “by the backdoor”. The B6162 Otley Road to the A61 Leeds Road effectively represented about half of the former proposed western bypass.
 - An upgrade of the existing routes was preferable to new routes.
- Park and ride:-
 - To get park and ride to work, a “carrot and stick” approach would be needed and “the stick” would be to reduce the number of parking spaces in the town centre and to increase the cost of those spaces which were left. It needed to be made very clear to members of the public that park and ride was not an easy option.

- A Member suggested that, in the survey, one of the reasons why park and ride had not scored more highly was that the people who might use park and ride facilities came into Harrogate to work and left again to go home to Leeds or Bradford etc and, as such, the survey was less likely to have picked-up those people. They were also less likely to have been engaged with the local media because they did not live in the Harrogate district. Therefore such people might be under-represented, and the park and ride measure may be more popular measure than the survey results suggested.
- Councillor Richard Cooper (Leader of Harrogate Borough Council) advised that, if the Borough Council owned land which it was able to commit as part of a pilot scheme for park and ride, it would do so. He also commented that the Borough Council would work alongside the County Council to make the sustainable transport recommendations, arising from the public engagement, work.
- Concern was expressed about the high costs of bus fares.
- More bus shelters would be required, and bus companies needed to be persuaded to take a more positive attitude than they had shown previously. No person would stand in the pouring rain waiting for a bus when an alternative was available.
- Bus priority:-
 - This was welcomed. It was hoped that the County Council would progress this proposal quickly.
- Demand management and junctions review/improvements:-
 - There were some key junctions which should be looked at again to see if improvements could be made.
- Package:-
 - Elements of both Package B and Package E should be included in a strategy.

Resolved -

That the comments which County Councillors make at this meeting be forwarded to the Executive.

39. Work Programme

Considered -

The Committee's work programme, for the Committee to consider, develop and adopt.

The Chairman highlighted that items on Area Constituency Committees' work programmes should be relevant, in the public interest and add value. They should not duplicate work that was already underway.

It was confirmed that an update on school exclusions and The Grove Pupil Referral Unit was due to be submitted to the Committee's meeting on 7 November 2019. Confirmation was also provided that Andrew Jones MP had agreed to attend the Committee's meeting on 7 November 2019, subject to parliamentary business.

The Chairman advised that there was insufficient time available for preparation of a written report about the building of social housing for consideration at the Committee's meeting on 19 September 2019. He also asked Members to clarify whether they were seeking information from a housing professional about social housing, or from a planning professional about the 6,000 unimplemented planning permissions. It was highlighted that, in either regard, this was a Borough Council function. He added that the County Council did not usually scrutinise the implementation of Borough Council functions, and vice versa. A motion "that the impact of the lack of social housing across the constituency on the health and wellbeing of residents be included in the work programme" was put to the vote and was defeated. The Chairman asked the mover and seconder of the motion to email him following this meeting if they had an alternative suggestion which they would wish to take forward.

Members made suggestions about the work programme. The decisions arising from discussion of those suggestions are set out in the following Resolution.

Resolved -

- (a) That County Lines Gangs be included on the work programme, with the line of enquiry being to investigate what housing associations and private landlords should do to ensure that "cuckooing" is not taking place in their properties for drug dealing.
- (b) That the following suggestion be referred to the County Council's Climate Change Scrutiny Joint Sub-Committee:- What can be done to engage with local communities, Parent Teachers' Associations etc to address pollution problems caused by the transportation of children to schools?
- (c) That the Principal Democratic Services Officer investigate information already available concerning the major flows of children travelling from each geographic area into other areas to attend schools and that, following consultation with the Chairman and Vice-Chairman, such information be forwarded to County Councillor Paul Haslam.
- (d) That a note be emailed to Members to advise of the outcome of the meeting to which Andrew Bainbridge referred, when responding to the public question from Harrogate Borough Councillor Sue Lumby, regarding discussions with the Borough Council about how to move forward matters on the Section 106 agreement relating to Harrogate Civic Centre.
- (e) That local Members take forward requests for residents' parking schemes but that such requests be excluded from the Committee's work programme on the understanding that each is likely to be a local matter rather than a strategic, constituency-wide issue which Area Constituency Committees should be considering.
- (f) That the officer presenting the item "NYCC Digital Strategy" at the Committee's meeting be asked to prepare to answer questions about the work of "Open Harrogate"; how monies have been spent and the amount that remains; and how Members can help in its promotion as a way of encouraging use of sustainable transport measures.
- (g) That officers who are preparing the report "Impact of Highway Works Undertaken at Bond End, Knaresborough – Impact on Air Quality" for the Committee's meeting on 7 November 2019 be requested to include a section on lessons learned.

- (h) That an update be requested about the progress of the work, for which a bid of £4.6m has been awarded, to improve travel arrangements in the west of Harrogate, which included the Otley Road cycle path and charging points at Cargill Park, and that, following consultation with the Chairman and Vice-Chairman, this be dealt with either by including it on the work programme or by emailing it to Members.

The meeting concluded at approximately 12pm.

RAG/JR

APPENDIX**37. Public Questions or Statements****(a) Results of Harrogate and Knaresborough Congestion Study Public Engagement****(i) Councillor Phil Ireland (Cabinet Member for Sustainable Transport, Harrogate Borough Council)**

Harrogate and Knaresborough Constituency Committee: Harrogate Congestion Study.

Thank you Chair for the opportunity to speak. Firstly, I wanted to welcome the extensive consultation that has enabled us to ascertain the views of the community on these important transport matters. I would also like to thank the officers involved in the process as I appreciate some of the conversations and discussions on the issues at hand will have been emotionally charged at times.

Given the unusually high response, I do feel that we are now in a position where we have an excellent indication from the local community as to how it wishes North Yorkshire County Council to approach managing transport across Harrogate and Knaresborough.

In line with my response on behalf of Harrogate Borough Council; it is extremely encouraging to see strong support for cycling and walking infrastructure, Park and Ride, smarter travel and other bus based improvements.

Perhaps unsurprisingly there is reduced support for a charge to access central Harrogate, or for increasing parking charges. That said; the sustainable travel approach to transport planning is not the easy way out.

Should providing quality alternatives to the car not be successful in their own right in achieving modal shift towards walking, cycling and public transport then disincentives, such as parking charges will have to be investigated further.

It is, however critical that walking and cycling networks, bus priority measures and improved access to rail are in place prior to, or alongside, any significant changes to supply of car parking or access charges.

As Borough Council, we also need to set a positive example. We will continue to work with developers and NYCC to ensure improved bus routes, better cycling and walking infrastructure and new mobility options to accompany proposed development.

I will be launching a new car club for Harrogate, Knaresborough and Ripon in October to provide the community with an alternative to owning a car and we hope to have positive news on the Transforming Cities Fund in partnership with NYCC in due course.

As well as the respective Councils, all of us, together as a local community, have a responsibility here. 84% of us feel that there is congestion in Harrogate and Knaresborough, yet there is a short average car journey length of only 2.6km. That represents a lot of trips that are walkable and easily completed by bicycle or a short bus trip.

Therefore – those of us who are able have to start walking, cycling or using public transport wherever possible to start to make a positive difference to existing conditions.

I am confident that Harrogate and Knaresborough can become better places for having a sustainable transport focussed approach and look forward to working with the county council on future projects.

(ii) Mr Chris Kitson, Chair, Nidd Gorge Community Action

...at this time?

Good morning councillors. In December 2017, when NYCC presented the 340 page OAR, they were told, almost unanimously, by this committee that the relief road was a bad idea.

At that stage, having already spent hundreds of thousands of pounds of our money on the Harrogate Relief Road Review a wise council would have realised that the writing was on the wall for the unpopular Nidd Gorge based road and walked away from it without wasting any more of our money. They could then have got on with the job of implementing the desperately needed sustainable measures and we could now be enjoying a reduction in traffic congestion in our towns.

Instead, our County Council, ignored our local democratic representatives and chose to extend the review by 18 months and spend even more of our precious money on: expensive WSP consultants; an expensive 243 page addendum to the OAR and an expensive public consultation. After all that extra expenditure, of our money, what is the conclusion?

The relief road is a bad idea.

At this time of devastating austerity, when North Yorkshire says it doesn't have the money for vital front-line services, when it can't provide youth clubs, when it can't subsidise school buses and when it is sacrificing Harrogate's Outstanding Pupil Referral Unit for want of money, can officers please tell me how much money has been spent on the Harrogate Congestion Study since December 7th 2017 - providing a breakdown of where this money has been spent, including the advertising budget for the survey?

And so, after three years of investigation, after three years of frittered public money and three years of stagnating traffic, North Yorkshire County council have finally conceded "*that this (inner relief road) proposal should not be taken further at this time.*" Hallelujah!

But wait, "at this time", what does that mean?

Does it mean that NYCC are going to do a bit more tinkering here and there, spend thousands on useless so called smart traffic lights, some inadequate cycle lanes, half-hearted park and ride and so on, and then sometime around 2026 decide they need to take yet another look at the Inner Relief Road, but next time present it as the 'Happy Highway' and pay Google Maps to airbrush over Nidd Gorge?

In all seriousness, I hope the Members of this Committee will consider, very carefully, whether they agree with having the words 'at this time' including in the recommendation at paragraph 7.4.

This clause alone is grounds for a vote of no confidence.

Every decade this Nidd Gorge road has reared its ugly head. Do we have to prepare coming generations, if we haven't all died by then, to fight this same battle in 2026 and 2036?

After three failed attempts in three decades, isn't it high time that North Yorkshire learnt from past mistakes and ruled out any further attempts to drive an Inner Northern Relief Road through the green belt. Isn't it high time you showed Nidd Gorge, the Nidderdale Greenway and the 'people like Bilton' the respect and protection they deserve.

Given this colossal waste of time and money, the unnecessary stress caused to the community, and their reluctance and inability to deliver the 21st century vision needed and requested by the people of Harrogate and Knaresborough, I am calling on this committee, on behalf of their constituents in Harrogate and Knaresborough, to take a vote of no confidence in the BES Executive - and the NYCC Executive, who continually endorse their poor decisions, waste our money and fail to meet our needs.

Thank you.

(iii) Keith Wilkinson MBE, Honorary Secretary, Bilton Conservation Group

"A cleaner, greener, Harrogate for the 21st Century?"

The residents of Harrogate and Knaresborough have made almost 16,000 responses to the Public Consultation Exercise on options to tackle Harrogate's perceived Traffic Congestion.

This huge exercise produced responses from all quarters of the two towns ensuring that all shades of opinion were sought.

Analysis of their views reveals that so far as diverting the A59 through Bilton Fields, Nidd Gorge, Harrogate Golf Course and Calcutt is concerned 78% did not agree that this would solve congestion and the potential impact in environmental terms was unacceptable.

Conversely, and more positively, there was between 59 and 77% support for a wide range of sustainable measures from Bus Lanes or Bus Priorities to Park and Ride options and improvements to walking and cycling infrastructure, behavioural change and so on.

The people of Harrogate and Knaresborough have made their views known and it is incumbent on NYCC to respect and implement them.

The Analysis Report contains a fundamental recommendation:

7.4 a) is 'Not to progress the Harrogate Inner Relief road at this time'.

The report recognises that we are now in the 21st Century, where 20th Century solutions to today's problems are no longer relevant as we

grapple with the dynamics of Climate Change and damaging CO2 emissions.

However, recommendation 7.4a) says 'not at this time', implying that this unacceptable road idea could be resurrected yet again. The stress and anxiety of the last three years have not gone away.

When I addressed his committee on 16th March 2017 I included these remarks:

"There is a growing prospect of Planning Blight affecting householders and businesses along the alignments of the 'Blue' and 'Green' routes.

HG1 – 3XX

HG3 – 2XX

As properties come onto the market Legal Searches are already identifying this Road Study on the NYCC website which is deterring would be buyers and sellers."

Today, in 2019, that Planning Blight remains and there are properties which have remained unsold since these 'Blue' and 'Green' routes first featured in the press in November 2016.

May we appeal to NYCC after their three failed attempts to breathe life into this diversion of the A59 diversion through Nidd Gorge – 1986, 1996, 2016 – to finally bury the threat of this irrelevant road and consign it to history once and for all.

Remove the Planning Blight and let people get on with their lives and livelihoods.

(iv) Rod Beardshall (Chair of transport working group, Zero Carbon Harrogate)

I'm speaking on behalf of Zero Carbon Harrogate regarding the "Results of the Harrogate and Knaresborough Congestion Study Public Engagement".

Many of us are highly critical of the process to date; the significant stress caused to communities and the waste of time and money to get to this point, but there is at least a very clear mandate for change. No longer can it be suggested that those lobbying for progressive, sustainable, environmentally sound solutions are a vocal minority. The public engagement has shown that we are in fact a vocal majority. This is most apparent in the rejection of major road infrastructure as a solution to our transport issues.

The results of the survey are strong and unequivocal. The interpretation and recommendations do not fully reflect this.

There are positives we support. The development of a walking infrastructure plan is one, given that walking is the most common method of active travel over short distances. We also support the recognition that much more investment is needed to allow school travel planning initiatives to bear long term fruit and that the Open Harrogate initiative

was simply a small step in the right direction. The review of parking charges, bus priority and support for cycling are also to be welcomed.

Overall however, the report appears weak and in some cases extremely worrying. In places it seems overly defensive, especially the laughable section 6, titled "External factors". Our main concerns relate to the following sections:

7.3a. The recommendation not to proceed with congestion charging. This is understandable based on survey results. However, the report states that this idea was unpopular due to the perceived impact on local residents and businesses. It would surely be worth investigating how residents' exemptions could be used to lessen the impact. Then, coupled with good park and ride and public transport, we could surely attract more visitors to what would be an increasingly pleasant and less traffic blighted town centre. Experience shows that businesses tend to flourish when traffic is limited, for example the Living Neighbourhoods initiative in Waltham Forest. Many experts agree that ultimately we will struggle to control congestion without road pricing. The idea should at least be kept alive.

7.4a. The wording "at this time" should be dropped to give greater reassurance that an inner relief road will not rear its ugly head again.

7.4b. If a Killinghall bypass is to be considered, we emphatically reject the current route, which threatens the Nidderdale Greenway.

7.4c. By failing to acknowledge that major new roads will not solve local congestion or help tackle climate change, and effectively resurrecting the Western bypass, the report risks a repeat of the mistakes and time wasting of the last few years and demonstrates no change in the underlying philosophy regarding transport planning.

Overall, this report fails to demonstrate the vision and determination needed to bring about the real changes needed. We hope this committee's views will reflect these concerns and also consider calling for changes in personnel to bring about the fresh thinking required.

(b) Parking Around Harrogate Civic Centre - Harrogate Borough Councillor Sue Lumby, Harrogate Coppice Valley Ward

My ward includes the Civic Centre and the volume of cars, not belonging to residents, parked on those roads adjacent to the Civic Centre and has increased dramatically in recent years and is rapidly getting worse. It is not just staff from the Civic Centre causing the problem, other people working in the area, guests of the Conference Centre and the many Hotels and B&Bs in the area also park there to avoid paying parking fees. Visitors to the town also park in these roads due to the close proximity of the town.

I have been contacted by a significant number of very concerned residents including pregnant women, those with young children and disabled people who struggle to carry shopping and luggage etc from 'house to car' never mind having to walk to the next road. It is getting to the stage that residents avoid, at all cost, using their cars because when they return they will not be able to park in their road all because other people are unwilling to pay to park their cars which inevitably deprives the Council of revenue. A significant number of residents in the area have already been canvassed and there is overwhelming support for resident parking permits. Feelings are running very high as

residents feel the daily impact on them has become untenable and they will not stop until something has been done to resolve the situation.

Because no laws are broken the only way to protect residents is to install Parking Permits. I know this problem also occurs in other wards however Coppice Valley Ward is in a unique position due to the location of the Civic Centre.

Finally David Bowe, Corporate Director for Business & Environmental Services, stated in a letter *“it should be noted that as part of their planning permission, Harrogate Borough Council is required to monitor the area and impact as part of their Travel Plan Management. The local area team are in consultation with Harrogate Borough Council officers regarding this monitoring and the impact that their staff/visitors parking may be having in the area.”*

My question therefore is what is the result of the ‘monitoring’ and ‘consultation’ process as I understand NYCC will be controlling the Section 106 Agreement?

Responses

Andrew Bainbridge (Team Leader Transport Planning, Highways and Transportation) responded, as follows, from an officer point of view, to the questions and statement:-

Before responding to the specific questions, I wish to clarify the meaning of “at this time” which is in the suggested recommendation to the Executive at paragraph 7.4(a) of the report. This has been raised by three of the members of the public speaking at this Committee.

There is no intention of revisiting this relief road proposal in the foreseeable future. However it is not felt appropriate for the current County Council to rule out such an option in perpetuity. Circumstances change and we do not think we should be limiting the options of future generations. It is of course open to Members of this Committee to suggest an alternative recommendation to the Executive.

With regards to the issue of Planning Blight being caused by stating “at this time”, this is not the case. Planning Blight is a specific legal term which in this case relates to specific road alignments formally approved by the County Council. The corridor of interest for the possible inner relief is not an approved or preferred route and as such Planning Blight does not formally exist, nor should it be declared on legal searches. We are however aware of a small number of property owners who feel that they have had difficulty selling their properties as a result of the consultation. Should the Executive ultimately agree the recommendation in 7.4(a), we will ensure that there is clarity around the status of the possible relief road corridor to minimise any issues for property owners.

To Councillor Ireland:-

Thank you Councillor Ireland for your comments. We look forward to continuing to work with the Borough Council as we take forward these suggestions for congestion relief in Harrogate and Knaresborough.

To Mr Kitson:-

Firstly I must make Members aware that the purpose of this work has been, from its inception, about identifying ways and means to reduce congestion in Harrogate and Knaresborough and has not just been about looking at relief road options. As has been made clear from the start, a relief road was just one of a series of measures considered as part of this work.

The total costs incurred on the Harrogate Congestion Study since December 2017 are approximately £240k. Of this, approximately £140k was spent on consultant's fees in preparing the Options Assessment Report Addendum, £70k on consultant support in undertaking the public engagement, and an advertising budget of £30k for the public engagement.

Members should however be aware that the approach being taken is in line with Government requirements for funding major transport schemes, including the likes of park and ride, and that the majority of these costs would have been incurred regardless of the inclusion of a relief road option in the Harrogate Congestion Study. This was made clear in the report to the BES Executive Members in the report to them when they made their decision to look in more detail at all of the Harrogate Congestion Study options in December 2017.

Your question about 'at this time' has already been answered.

To Mr Wilkinson:-

Thank you Mr Wilkinson for your question. I believe that your question about Planning Blight, and your comment about the "at this time" suggested recommendation, have been answered already.

To Mr Beardshall:-

Thank you Mr Beardshall for your comments.

In response to your comments I would just highlight that recommendation 7.3b does suggest reviewing car parking charges as a means of encouraging the switch to sustainable transport modes. Experience has shown that to be effective as well as positive measures to encourage sustainable transport modes there will need to be measures to discourage inappropriate car use and officers are suggesting that at this stage car parking charges are likely to be more acceptable and deliverable than a congestion charge.

Additionally the recommendations to look at the feasibility of a Killinghall Bypass and a link between Otley Road and the A61 south of Harrogate have been included in direct response to requests from the local elected parish councils and in no way represent a resurrection of the Western Bypass which the County Council has already discounted.

To Councillor Lumby:-

Thank you Councillor Lumby for your question. I am aware that Pam Johnson from our Transport and Development Team emailed you on 5 August with details of what the County Council are intending to do with regards to the enforcement of this S106 agreement with Harrogate Borough Council and offering to meet with you and local resident committee. However, for the benefit of Members of this committee, it is worthwhile clarifying the situation. The Section 106 Agreement to which Councillor Lumby refers is linked to the planning permission for the new Harrogate Borough Council Civic Centre. In this instance Harrogate Borough Council is the developer, and the authority enforcing the agreement is North Yorkshire County Council. The obligations in the Agreement are for the Borough Council to discharge, and for the County Council to enforce. County Council officers have contacted the Borough Council to arrange to meet to discuss how to move matters on the Section 106 agreement forward. However the current holiday period means a date is yet to be agreed. As Members are probably aware, residential parking zones, as suggested by Councillor Lumby, are set up to discourage commuter and long-stay parking in areas where parking is at a premium. To introduce a scheme, the suitability of the location

would have to be assessed against the County Council's agreed criteria and a formal Traffic Regulation Order would be required.

County Councillor Don Mackenzie (Executive Member for Highways and Public Passenger Transport)

County Councillor Don Mackenzie (Executive Member for Highways and Public Passenger Transport) commented on the public questions and statements as follows. He firstly highlighted that he was speaking for himself as Executive Member, and not from the Executive which had yet to consider the results of the public engagement.

To Councillor Phil Ireland:-

I know that Harrogate Borough Council and North Yorkshire County Council continue to work closely together on all matters regarding congestion, travel and parking. Much of what you say I totally agree with, but there are a few issues here where your comments and my views differ. First, North Yorkshire County Council has a "business as usual" programme to improve cycling and walking facilities and at the moment we are engaged on building an off-street cycle path on Otley Road. So far we have met nothing but opposition to that. I think every single resident of Otley Road who has contacted us is against the cycle path. They like cycling, they like cycle paths, but not in front of their houses.

The other issue we have is that the Stray Defence Association is also raising serious concerns. Here I call on Councillor Phil Ireland, since Harrogate Borough Council are the guardians of the Stray, to help the County Council secure the go-ahead from the Stray Defence Association in order to arrange replacement land for that which we intend to take. It's not green land. It's simply highways verge, concreted over, which we wish to take to construct this off-road cycle path. I say again that this is "business as usual". That is money which the County Council are intending to spend but are meeting up with a great deal of opposition from the public. So I look forward to Harrogate Borough Council's support with these "business as usual" schemes.

I don't share Councillor Phil Ireland's view that we should introduce all of these green measures before we consider an increase in parking charges or a congestion charge. Obviously there are mixed views about this. However, as Councillor Ireland himself knows, Harrogate Borough Council and North Yorkshire County Council are currently engaged in a wide-ranging review of parking in Harrogate and, so far, there is absolutely no plan either to remove parking charges, which many businesses are asking us to do, or indeed freeze them. We will be reviewing parking charges shortly and, not having changed or increased them for at least three years, we shall be looking certainly for on-street parking charges to be increased to obtain further funds which we will continue to invest in sustainable transport measures like, for example, reducing the downtime of the Starbeck level crossing. North Yorkshire County Council also has funding in place, some of it from parking surpluses, to invest in track and signalling upgrades at Cattal in order to enable two trains per hour between Knaresborough and York which is currently not routinely possible.

The other reason why I have some disagreement is in terms of, whether an improvement in public and sustainable transport will encourage more people not to use their cars. I have some doubts about that. Harrogate has one of the best bus services in the country. Currently buses are less than half full and, in many cases, are less than a third full. So the availability of buses is already there yet people are not choosing to use them. That is why I believe that we can't simply look at improving sustainable travel facilities without looking at disincentives such as parking charges, and possibly a congestion charge although I agree that that is probably not an area where we wish to go now.

We should be aware of what people should do to change their behaviour. I don't wish to personalise this but I hope that everyone who has spoken today, or intends to speak, can say that he or she chooses to walk or take public transport, or go by bike, rather than drive relatively short distances.

Just a brief word about park and ride. This has been mentioned by many people. At the moment we have three park and ride sites in North Yorkshire: two in Scarborough and one in Whitby. The two Scarborough ones cost the taxpayer £500,000 pa to run, irrespective of the initial millions of pounds of capital investment to build those sites and, at the moment, we have taken the decision to close those two Scarborough sites from the beginning of November until the end of March because of under-use and in order to save taxpayers' money so we can spend that money on other good causes.

I am reminded that, on 13 September 2018, there was a front page headline, which took me a bit by surprise, and County Council officers too, that Harrogate Borough Council and Transdev were in advanced talks to introduce a park and ride system at Pannal. Now that was a year ago and I would be interested to learn what has happened with that proposal. It is great to talk about these things but park and ride involves enormous financial investment initially and it will involve a lot of money to keep them going on a revenue basis.

To Mr Chris Kitson, I have to say "a load of rubbish" regarding the fact that what we spent on the congestion study and public engagement so far means we cannot subsidise school buses, and we are sacrificing Harrogate's outstanding Pupil Referral Unit. I suggest that people, like Mr Kitson, don't just look at the headlines but investigate the matter rather more. With regard to the Pupil Referral Unit, we decided investing £30,000 per pupil in that Unit, when we invest only around £4,500 per ordinary pupil, was too much and there was a better way of doing this, and a better value for money way of doing this. Also we do subsidise school buses. We currently spend over £20,000,000 on school buses. To suggest that the County Council doesn't subsidise school buses is rubbish.

I totally support what officers say about the wording "at this time". In fact, I am reminded that "at this time" was exactly what many responses suggested, including Harrogate Borough Council's: namely that the County Council should not be looking at an inner relief road "at this time". I think it would be totally unfair of us to bind the hands of future generations when we don't know what the circumstances are going to be at that time. Certainly, "for the foreseeable future" is a perfectly fair phrase to use in this instance.

Regarding Planning Blight, there is no statutory Planning Blight on any of the options for an inner relief road. There is the potential for Planning Blight on the existing adopted route, what is left of it, of the northern relief road. We have, from time to time, made appropriate payments relating to that adopted alignment. However, there is absolutely no statutory Blight associated with the inner relief road. All I suggest is, that the constant reminders in the media that Blight exists threatens to cause Blight where none exists.

I refer to Mr Rod Beardshall's support for the introduction of a congestion charge. I agree with the report that this is not considered at this time. I note that Mr Beardshall doesn't feel that we should look into any other road infrastructure but, in the case of the Killinghall bypass, and in the case of the so-called western relief road, we would simply be responding to the wishes and comments made by our constituents, including those of County Councillors Clark and Trotter, requesting that North Yorkshire County Council need to look at road infrastructure because, in their opinion, we cannot continue to build thousands and thousands of houses and expect a road infrastructure, which has not been expanded for over thirty years, to manage to cope. That is what

they are saying and I believe that their views are worth as much as any other words mentioned here today that speak against that.

Finally, to Harrogate Borough Councillor Sue Lumby, this is something you have raised with me on two or three occasions previously. I am sorry you have felt it necessary to bring it to this Committee today. Many elected Members around this table today know that on-street parking just outside the town centre is a major problem. Parking near big employers, like the hospital and secondary schools, can cause access problems on the public highway. Ask County Councillor John Ennis, people living near the Skipton Building Society, or people living near Scarborough hospital. These are situations which occur everywhere. However, at this stage, for any introduction of a residential parking scheme, which requires third-party funding, we normally go to the employer for that, unsuccessfully in most cases, but certainly in this case I think it would be fair to ask the question. If Councillor Sue Lumby feels that congestion on the streets is being caused by Harrogate Borough Council, then perhaps that Council should consider the funding of a residential parking scheme for that area. All I say is, join the queue. There is a long queue of requests to introduce residential parking schemes in residential areas.

North Yorkshire County Council

Skipton and Ripon Area Constituency Committee

Minutes of the meeting of the Skipton and Ripon Area Constituency Committee held on 6 September 2019, commencing at 11.00am, at Ripon Community House, Ripon.

Present:-

County Councillors Margaret Atkinson, Philip Barrett, Mike Chambers MBE, Michael Harrison, Robert Heseltine, David Ireton, Stanley Lumley, Stuart Martin MBE, Patrick Mulligan, Gill Quinn and Andy Solloway.

County Council Officers: Daniel Harry (Democratic Services and Scrutiny Manager), Barrie Mason (Assistant Director Highways, Business and Environmental Services), David Kirkpatrick (Traffic Engineering, Business and Environmental Services), Robert Ling (Technology and Change Managing Assistant Director) and Richard Webb (Corporate Director of Health and Adult Social Services).

Attending: County Councillors Carl Les (Leader) and Don Mackenzie (Executive member for highways, road and rail transport, public transport; broadband, mobile phones; public rights of way).

Others present: James Somers (work experience student), a member of the press and three members of the public

County Councillor David Chance who is not a member of the committee but regularly attends as Executive member for Area Constituency Committees gave his apologies.

41. Apologies for absence

Apologies for absence were received from County Councillors Richard Welch.

42. Minutes

Daniel Harry noted an outstanding action relating to the presentation on unpaid carers, specifically the request for committee members to consider whether there are any specific lines of enquiry that need to be included in the committee work programme that relate to unpaid carers and the support that is provided by North Yorkshire County Council.

Resolved -

- a. That the Minutes of the meeting of the Skipton and Ripon Area Constituency Committee held on 30 May 2019, having been printed and circulated, be taken as read and confirmed and signed by the Chairman as a correct record.

43. Any Declarations of Interest

There were no declarations of interest.

44. Public Questions or Statements

There was a Public Statement made by Simon Peach on behalf of the Community Action Group, Clapham Primary School. The full text is as below:

Good morning.

I'm Simon Peach, and I'm part of the Community Action Group which has been supporting Clapham School governors in delivering a Recovery Plan for the School.

At your meeting in Settle on the 30 May you asked to be updated on progress with the delivery of the Recovery Plan for Clapham School in the future. I am pleased to report that tremendous strides have been made:

Firstly, the Community Action Group and Friends of Clapham School have started a very successful playgroup for pre-school children and their parents and carers. These are children whose parents we now hope will look at Clapham school as their first choice for early years education.

Secondly, thanks to the hard work of the Education team, we have a new Head of School, Adam Kay and an Executive Head, Mathew Atkinson, under an agreement the officers have brokered with the Priestley Academy Trust in Bradford.

The new leadership has been working very effectively with Governors over the summer break and has reached out to the Community Action Group for help in several areas. The leadership has a genuine, can-do attitude and this has reinvigorated support from the community. So, thank you to Judith Kirk and her officers for making this happen.

Thirdly, the Governing Body has been effectively reconstituted with the resignation of the former Chairman and four other governors. New, experienced governors have been found including members of the Community Action Group and, as with the leadership, a can-do attitude now exists. Again, the officers are thanked for finding a high-calibre governor from a Nursery school, who will be mentoring the Clapham Governing Body, and for commissioning a review of governance that will underpin its future effectiveness.

Fourthly, the school has new teachers for both classes and they too have been working over the summer holiday to refresh the classrooms and get ready for the new term.

Fifthly, an overhaul of the school perimeter and other actions have been carried out to improve the environment from a safeguarding perspective.

Finally, the community has pulled together to improve the appearance of the school so that years of poor maintenance have been partly addressed.

There is one matter where the support from the community group has slipped in terms of timing. The Governing Body has written to the Community Action Group and asked us to wait for a while before the wraparound care starts that we have committed to support. This before and after-school care, together with the early years provision, that we had hoped would start this month, would be risky whilst the new team is concentrating on improvements in teaching, behaviour and safeguarding. Nonetheless, the community is ready to help, as soon as the time is right, so that current families benefit, and potential families are not put off from applying to Clapham.

All the changes listed above have happened in the light of two events: the closure consultation and an Ofsted inspection that happened in June.

The history of the closure proposal is well known and does not need to be repeated here. The outcome of the Ofsted report is being communicated to parents today and the community will soon be able to read it for themselves on the Ofsted website.

Expectations are realistic, after all the likelihood that the school would remain outstanding was unambiguously dismissed in the public document that accompanied

the closure consultation. The wholesale changes made over the summer have also, perhaps, influenced expectations as to what the inspection outcome will be. When next we update this meeting, we will know what impact the Ofsted report has had, given all the changes that have happened since the inspection was carried out, and how that affects the ongoing support from the Community Action Group.

Of course, we hope and expect that the hard work done by Judith and her team, the new leadership and staff together with a more effective Governing Body reassures parents and that the vigorous improvements we have seen to date are gathering pace.

Simon Peach Community Action Group, Clapham

The Chairman, County Councillor Mike Chambers MBE, thanked Mr Peach for his Statement and asked committee members for any comments.

County Councillor David Ireton thanked the Community Action Group for all of their work and said that he looked forward to the return of the school to being judged outstanding by OFSTED.

County Councillor Patrick Mulligan thanked Mr Peach for attending, noted the progress that had been made and the commitment of the local community to make the school a success. He said that there was still a long way to go but that he looked forward to the school being a success.

County Councillor Carl Les congratulated the Community Action Group on what they had achieved. He said that the Council never took a decision to close a school lightly and that they wanted to provide what help they could to make it a success.

Resolved -

- a. That an update on progress with the delivery of the Recovery Plan for Clapham School be brought to a future meeting of the committee.

45. North Yorkshire Digital Strategy

Considered -

A report by Robert Ling, Technology and Change Managing Assistant Director, North Yorkshire County Council regarding the North Yorkshire Digital Strategy.

The report was presented by Robert Ling and the key points are as summarised below:

- Digital technology can be used to support communities and enable people to live independently in their own home
- The work being done in Sleights by Technology and Change, Health and Adult Services and the Stronger Communities Team has demonstrated what can be achieved with the introduction of relatively cheap, simple and widely available technologies
- The Council and others need to enable people to exploit the opportunities that new digital technologies provide
- Investment in digital skills is low locally, regionally and nationally and could be addressed
- The third sector have a key role to play in driving innovation but this role needs to be recognised and the sector supported
- There are ethical issues relating to the management and use of data that need to be addressed
- There are great opportunities to use data to predict demand and target investment and activity

- More services are being provided digitally and in a way that makes previously bureaucratic administrative processes simpler and easier to access and use
- The emphasis is firmly upon human-centred design and enabling people. Digital by default does not mean digital only.
- There are opportunities to invest more time, money and effort in predictive technologies and also in research and innovation more generally.

Robert Ling then updated the committee on the work being done by NYnet to improve access to high speed and superfast broadband. The key elements of this update are as summarised below:

- By the end of Phase 3 of the roll out over 300,000 properties will have access to superfast broadband or more than 90 per cent of homes and businesses in the county
- The cost of connecting properties has risen over the course of the programme as the work has moved into more rural areas that are less and less commercially attractive and viable
- The cost in Phase 1 to connect 158,000 premises was £170 per premise. The cost in Phase 2 to connect 16,500 premises was £480 per premise. The cost in Phase 3 to connect 14,000 premises is going to be around £1,400 per premise.
- It is anticipated that there will be 87% coverage by the end of Phase 3.
- The technology is developing all the time and new ways of accessing superfast broadband in the more rural areas may become available.
- Broadband speed is important but equally important is how we use it and how we maximise its potential.

The Chairman, County Councillor Mike Chambers MBE, thanked Robert Ling for the presentation and then invited committee members to comment.

County Councillor Michael Harrison noted that the aim was for 87% superfast broadband coverage by the end of Phase 3. He asked what was being done to address the remaining 13% shortfall in coverage.

In response, Robert Ling said that developments in technology, changes in government policy and changing commercial opportunities would all help increase the coverage towards 95%.

County Councillor Don Mackenzie said that the Council was committed to achieving 100% coverage. He also noted that the 87% coverage by the end of Phase 3 was the correct figure. Previously, the figure of 90% had been quoted but it had since come to light that a significant number of new homes had been built without superfast connections.

There followed a discussion about the importance of 'smart' mobile phones in enabling people to access on-line services and information.

A query was raised about whether more use of Skype could be made by council officers and members to reduce travel costs and improve efficiency.

Daniel Harry noted that, formal meetings of the Council could not legally be conducted by Skype. In England, the law states that Councillors must be physically present at a meeting in order to be able to participate in it.

The Chairman, County Councillor Mike Chambers MBE, queried whether the use of technology to help people live independently in their homes for longer had the unintended consequence of isolating people and depriving them of human contact.

In response, Robert Ling said that technology was only part of the answer. The work in Sleights had shown that there was a need to apply human-centred design principles and look at how technology could help reduce isolation.

County Councillor Patrick Mulligan said that a Rural Commission was being established that would bring a wide range of agencies and organisations together to look at what could be done to support the long term sustainability of rural communities.

Resolved -

- a. That the committee develop a more specific line of enquiry around how digital technologies can support the rural economy, specifically Small and Medium enterprises.

46. Harrogate Congestion Study

Considered -

The report of David Bowe, Corporate Director of Business and Environmental Services at North Yorkshire County Council regarding the Results of the Harrogate Congestion Study Public Engagement.

The Chairman, County Councillor Mike Chambers MBE, reminded committee members that they were being asked to comment upon the report as individual councillors and that there was no expectation that the committee would come to a consensus. The comment from committee members would then be recorded in the minutes and included in the report that is due to go to the Executive.

The report was presented by Barrie Mason, Assistant Director Highways, Business and Environmental Services at North Yorkshire County Council, as summarised below:

- The same report was taken to the Harrogate and Knaresborough Area Constituency Committee at their meeting on 28 August 2019
- The engagement exercise ran from 15 April 2019 for 12 weeks, in line with national best practice
- The engagement was looking at identifying ways in which the flow of traffic could be better managed to reduce congestion in and around Harrogate. The suggestions put forward as part of the engagement were looking to the medium and long term
- Work is already underway to improve the flow of traffic, with examples including: the Bond End Junction Improvement; the Harrogate Sustainable Transport Project; work on Starbeck Crossing; AppyParking and others
- The engagement used public meetings, leaflets, posters, highways signs, online materials, printed materials and media coverage
- A total of 15,510 surveys were completed and returned, which is a high number and very welcome. There were also 4,718 automated email responses from the from the Woodland Trust
- There had been some suggestion from some members of the public that road works had been timed to coincide with the consultation but this was not deliberate
- There had also been the suggestion from some members of the public that a relief road was going to be built as an alternative to the M62, which was never the case.

Barrie Mason then referred committee members to the Recommendations in the report.

The Chairman, County Councillor Mike Chambers MBE, then invited committee members to comment upon the report.

County Councillor Andy Solloway said that the engagement exercise had been comprehensive and resulted in a high level of response and comment. The engagement had clearly been about a suite of different options and had not been about the promotion of a relief road. He said that there was a broader issue of connectivity for people living in Craven and the southern Dales and the need to support the development of east-west strategic links.

County Councillor Stanley Lumley noted that work had been underway in and around Harrogate for a number of years to improve traffic flows. A recent example being the work at Bond End. He said that traffic congestion is not easy to solve as an improvement in one area can often have a knock on effect in another.

The Chairman invited County Councillor Don Mackenzie, Executive Member for highways and transport, to speak.

County Councillor Don Mackenzie said that the Council had never set out to build a relief road and the intention was always to present the public with a range of measures that would help improve traffic flow and access and then listen to what they said. He said that there would be no relief road at this time. County Councillor Don Mackenzie explained that nobody wanted to fetter the hands of future Councils as circumstances may change.

County Councillor Don Mackenzie said that he recognised the concerns around east-west connectivity and the need to support economic growth and development in the committee area.

County Councillor Don Mackenzie said that there were a range of environmentally sustainable transport measures that could be implemented and which were supported by Harrogate Borough Council. There would have to be, however, sufficient funding in place to ensure that they could be financially sustainable in the long term.

County Councillor David Ireton proposed the recommendations in section 11 of the report. This was seconded. There was a show of hands and there was unanimous support.

Resolved -

- a. That the results of the Harrogate and Knaresborough Congestion Study engagement be noted
- b. That comments of the committee members are incorporated into a future report to the Executive.

47. Briefing on key strategic highways issues

A629 Kildwick Roundabout

David Kirkpatrick, Traffic Engineering, Business and Environmental Services, North Yorkshire County Council gave a summary of what work had been undertaken to investigate traffic flows around the A629 Kildwick Roundabout. He said that he recognised that the interim findings did not necessarily concur with local views. As such, more investigatory work would be undertaken.

County Councillor Patrick Mulligan said that the problem was the length of time that the rail crossing was closed and that this needed to be raised again with Network Rail.

David Kirkpatrick confirmed that work was being done with Network Rail to see how the closure of the barriers could be managed in a way that enable a smoother flow of traffic over the rail level crossing.

County Councillor Philip Barrett said that any gains from reduced down time would be minimal as the rail line in question is going to be used with greater frequency as part of changes to the rail network locally.

The Chairman, County Councillor Mike Chambers MBE, noted that there was general agreement amongst committee members that widening of the road was not supported but that there were other interventions that could be made to improve traffic flow.

Kex Gill Diversion and A65 Coniston Aire Causeway

The Chairman, County Councillor Mike Chambers MBE, noted the reports and asked for any comments or queries from committee members. There were none.

Resolved -

- a. That a further update on work being done to improve traffic flow at the A629 Kildwick Roundabout be brought to a future meeting of the committee
- b. That the briefings on Kex Gill Diversion and A65 Coniston Aire Causeway be noted.

48. Committee discussion with Rt Hon Julian Smith MP

The local MP, the Rt Hon Julian Smith MP, had been invited to attend the committee meeting to enable a discussion about the constituency area and what more could be done to address pressing local issues, such as: the long term sustainability of rural communities; adult social care funding and the Green Paper; local government funding and the Fairer Funding Review. Unfortunately, urgent ministerial business in Northern Ireland meant that he was unable to attend.

Richard Webb, Corporate Director of Health and Adult Social Services, was in attendance to provide an update for members on adult social care funding and the long awaited Government Green Paper. The key elements of this update are as summarised below:

- It was noted that the government review of adult social care funding and the development of a Green Paper to stimulate discussion has not progressed. It was unlikely that any further progress would be made on this in the near future. As such, local authorities were left to do what they could locally to provide the highest quality care and support the market for residential care.
- The Spending Review would be key, in the short term, in ensuring that local authorities had sufficient funding to be able to deliver high quality social care services
- The key issue for the county is the relatively small number of care providers and the difficulties that are experienced in providing care packages in rural and sparsely populated areas
- The cost of residential care and nursing care placements is high and the market for home care is fragile
- The development of extra care schemes will help
- There is closer working with the NHS locally, both primary and secondary care, which will help meet need.

County Councillor David Ireton asked whether there was an update on the planned use of the former Ingleton school site.

In response, Richard Webb said that he would find out and contact County Councillor David Ireton directly.

Resolved -

- a. Thank Richard Webb for attending and providing an update on the issues associated with the delivery of adult social care services in the Skipton and Ripon Constituency area
- b. Daniel Harry to liaise with the MP Constituency Office to find another date that is convenient for the local MP to attend a meeting of the committee.

49. Committee Work Programme

Considered -

A report by Daniel Harry, Democratic Services and Scrutiny Manager, outlining the committee work programme.

Daniel Harry introduced the report and asked that Members review the Committee's work programme, taking into account the outcome of discussions on previous agenda items and any other developments taking place across the area.

There were a number of additions and amendments to the work programme agreed as below:

- Move the item on tourism and the links with economic development, which had been scheduled for 12 December 2019, to the meeting on 28 May 2020
- Add an item on the role that digital technology has to play in economic development in rural communities to the agenda for the meeting on 12 March 2020

The agenda for the next meeting of the committee on 12 December 2019 to be as follows:

- Progress with the delivery of the Recovery Plan for Clapham School - Clapham School Community Action Group
- Factors affecting the long term sustainability of schools in the Skipton and Ripon constituency
- The Rural Crime Strategy
- Update on progress with the re-opening of the Castleberg Community Hospital at Giggleswick
- Current coverage of the cycle network in North Yorkshire and plans for its development and expansion.

The committee agreed that the meeting at 10am on 12 December 2019 would be held in Ingleton, possibly at the community centre.

Resolved -

- a. That the committee work programme updated as outlined above.

50. Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances.

There was none.

The meeting concluded at 1:00pm.
DH

Anita Walls

From: Rebecca Gibson
Sent: 30 September 2019 16:15
To: Rebecca Gibson
Subject: FW: Requesting changes to congestion study public engagement report

From: Rebecca Gibson
Sent: 30 September 2019 14:54
To: 'RODERICK BEARDSHALL' [REDACTED]
Cc: Andrew Bainbridge [REDACTED]; David Bowe [REDACTED];
Cllr.Don Mackenzie [REDACTED]
Subject: RE: Requesting changes to congestion study public engagement report

Dear Rod,

Thanks for your email.

As per my previous email, your correspondence will be appended to the report to the Executive, for their consideration on the 15th October. I have also noted in the report your dissatisfaction with the sections of the report that relate to HALT, so that it is clear.

Kind regards

Rebecca.

From: RODERICK BEARDSHALL
Sent: 19 September 2019 12:10
To: Rebecca Gibson
Cc: Andrew Bainbridge ; David Bowe <>; Cllr.Don Mackenzie >
Subject: Re: Requesting changes to congestion study public engagement report

Dear Rebecca,

Thank you for your reply and I accept your apology regarding the problems with your email servers; these things happen. I have a few points in reply:

Re paragraph 6.5: HALT did not claim that the road would be a motorway. Your report does not even claim that we said that. We merely highlighted NYCC's own report on east-west connectivity which I quoted in my previous email. Given our source of information, your claim that HALT were guilty of a misrepresentation of the facts is unwarranted and should be retracted.

Re paragraph 6.7: Thank you for this correction. I ask that this correction is circulated to all those who received the original report.

Re paragraphs 6.8 and 6.9: HALT did not claim that the road would alter the planning status of the greenbelt, merely that we believed that a road would increase the potential of development of the area. I believe this to be a justifiable concern given that one of the reasons highlighted in the SHELAA report as to why sites adjacent to the proposed road were not considered suitable for development was the lack of adequate transport infrastructure. Incidentally we weren't the only ones concerned about a new road attracting unwanted development. I received an email from Andrew Jones MP, which he circulated widely and from which I quote: "We all know that new houses get built where there are new roads meaning we lose more of our green spaces and bring more cars to the area. Please help stop this today". I have no objection to you stating that the planning status of the greenbelt will remain unchanged but you didn't make this statement in isolation. You included this statement to justify your argument that HALT was misrepresenting the facts. It was not. It is the claim that we were misrepresenting facts which I am again asking you to

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remove from the report. Could you also explain your reasoning as to why HALT was singled out for criticism and why Andrew Jones was not similarly included in your section 6 entitled "External Factors"?

I am asking you to further consider amending your report. I appreciate you appending my previous correspondence to the Executive report and ask that you also append this email so the executive can form their own judgement about my concerns.

Kind regards,

Rod Beardshall

On Thursday, 19 September 2019, 09:39:01 BST, Rebecca Gibson <> wrote:

Dear Rod,

As per my recent email in response to yours, please see to follow our response to your email. Apologies again for the delay in you receiving this – we had some pretty serious problems with our email servers last week, which caused some external emails to not be sent.

Kind regards

Rebecca.

From: Rebecca Gibson

Sent: 11 September 2019 16:17

To: 'RODERICK BEARDSHALL'

Cc: Cllr.Margaret Atkinson; Andrew Bainbridge; Cllr.Philip Barrett ; David Bowe <>; Cllr.Mike Chambers <>; Cllr.Jim Clark <; Cllr.Richard Cooper <; Cllr.John Ennis <>; Cllr.David Goode <C>; Cllr.Michael Harrison <>; Cllr.Paul Haslam >; Cllr.Robert Heseltine Cllr.David Ireton; Cllr.Stanley Lumley Cllr.Don Mackenzie; Cllr.John Mann >; Cllr.Stuart Martin >; Cllr.Zoe Metcalfe <>; Cllr.Patrick Mulligan <>; Cllr.Gillian Quinn <>; Cllr.Andy Solloway <>; Cllr.Cliff Trotter <; Cllr.Geoff Webber <>; Cllr.Richard Welch <>; Cllr.Robert Windass <>; Cllr.Philip Broadbank <>; Andrew Bainbridge <>; Allan McVeigh <; Barrie Mason <>; Samantha Raine <>; Ruth Gladstone <>

Subject: RE: Requesting changes to congestion study public engagement report

Dear Mr Beardshall,

Thanks for your email comments, in response to the report brought before the Harrogate and Knaresborough, and Skipton and Ripon Area Constituency Committees.

I note your comments and after discussion with colleagues, respond as follows;

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Para 6.5 – we have made the point several times, that the primary purpose of the relief road option was to relieve local traffic congestion. Whilst it would also improve east to west connectivity, and in particular reduce bottlenecks for local journeys, and improve the resilience of the network, this in no way can be equated to NYCC seeking to bring the A59 up to a motorway standard road. The report is an officer report and the statement will remain unchanged.

Para 6.7 – with apologies, the reference to Kex Gill was made on the Keeping Nidd Gorge Gorgeous Facebook page, rather than the HALT page. I will ensure that this is corrected when the report is taken to the Executive in October.

Paras 6.8, and 6.9 - We note your comments, however the statement is an accurate reflection of the status of the Green Belt and will remain unchanged.

I have taken advice from our Committee Services officers on how to ensure your comments are relayed to the Executive. Based on their advice, we will append your correspondence to the Executive report, for the Executive's information, and will highlight it in the report as a response received further to the Area Constituency Committees. In addition, I have been asked to refer you to the Public Questions and Statements procedure at meetings should you wish to comment on the report to the Executive, once it is published in early October.

Hope this information is helpful.

Kind regards

Rebecca.

From: RODERICK BEARDSHALL [<mailto:rbeardshall@btinternet.com>]

Sent: 09 September 2019 09:59

To: Rebecca Gibson <Rebecca.Gibson@northyorks.gov.uk>

Cc: Cllr.Margaret Atkinson; Andrew Bainbridge; Cllr.Philip Barrett ; David Bowe <>; Cllr.Mike Chambers <>; Cllr.Jim Clark <; Cllr.Richard Cooper <; Cllr.John Ennis <>; Cllr.David Goode <C>; Cllr.Michael Harrison <>; Cllr.Paul Haslam >; Cllr.Robert Heseltine Cllr.David Ireton; Cllr.Stanley Lumley Cllr.Don Mackenzie; Cllr.John Mann >; Cllr.Stuart Martin >; Cllr.Zoe Metcalfe <>; Cllr.Patrick Mulligan <>; Cllr.Gillian Quinn <>; Cllr.Andy Solloway <>; Cllr.Cliff Trotter <; Cllr.Geoff Webber <>; Cllr.Richard Welch <>; Cllr.Robert Windass <>; Cllr.Philip Broadbank <>; >

Subject: Requesting changes to congestion study public engagement report

Dear Rebecca Gibson,

I write on behalf of Zero Carbon Harrogate and HALT (Harrogate and Knaresborough Alliance for Less Traffic) with reference to the report you wrote for the Harrogate and Knaresborough Area Constituency Committee meeting of Thursday 29th August regarding the results of the Harrogate and Knaresborough Congestion Study Public Engagement.

Your acknowledgement in paragraph 6.3 of the contribution of the HALT campaign to the consultation process is welcome and it is pleasing to note that you considered the campaign well organised, in spite of its very limited resources compared to those of North Yorkshire County Council. However paragraphs 6.4 to 6.9 were both unnecessary and factually inaccurate, as is your claim that HALT was misrepresenting the facts.

Paragraph 6.5 criticises HALT for raising the concern that some traffic currently using the M62 would have been likely to use a relief road as an alternative route and states that repeated assurances were given that this was not the case. Paragraph 6.6 quotes from NYCC's Strategic Transport Prospectus in an attempt to back this up although the wording used is hardly a conclusive reassurance. The legitimate concerns of HALT however were based on a different document, of which you are no doubt aware - the report of the Assistant Director of Highways and Transportation on the East West Connectivity Study which was presented to the Business and Environmental Services Executive on 31st March 2017. Of most relevance were paragraphs 2.3 of the main report and paragraph 1.13 of appendix A. Paragraph 2.3 details that NYCC were one of the parties involved in commissioning an east west connectivity study focusing on a central trans-Pennine corridor including the A59. Paragraph 1.13 of the appendix states, **"Improved connectivity would not only address the economic ambitions of the Corridor itself but it could also enable the Corridor to provide an alternative route to the M62..."**. (The bold type is used because that is how this sentence was presented in the report).

In paragraph 6.7 you state, "Suggestions were also made on the HALT webpage that the unconnected scheme to realign the A59 at Kex Gill was essentially related to an intention to upgrade the A59 to motorway standard". This is quite simply false. Kex Gill was not mentioned on the HALT website and nor was the suggestion that the A59 could be upgraded to motorway status.

Paragraphs 6.8 and 6.9 state that had a road been built, it would not have altered greenbelt planning protection. This may be true but it is disingenuous to conclude that that the likelihood of development on the greenbelt would not have increased as a result of a road. One barrier to significant development on sites close to the proposed route of the road and quoted in the Harrogate Strategic Housing and Economic Land Availability Assessment (SHELAA) is the Highways Authority's concern regarding issues of access. A road would have removed these concerns. With the increasing pressure currently to relax the protection afforded to greenbelts, our concerns in this area should not have been dismissed as misrepresentation of the facts.

HALT and Zero Carbon Harrogate (which supported the HALT campaign) are very keen to engage constructively in the debate about ensuring a sustainable transport future for the Harrogate district. It is not helpful for our contribution to date to be criticised and misrepresented in a public document. We therefore request that your report be reworded to remove false accusations before it is circulated any further and also that you provide the amended document to those who have already received the original.

Yours sincerely,

Roderick Beardshall on behalf of Zero Carbon Harrogate and HALT

Access your county council services online 24 hours a day, 7 days a week at www.northyorks.gov.uk.

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North Yorkshire County Council.

Response to Recommendations – Results of Harrogate and Knaresborough Congestion Study Public engagement.

11.1 That Members note the results of the Harrogate and Knaresborough Congestion Study engagement.

I would like to thank the officers for the hard effort that was put into this study. I would like to thank the public for embracing this consultation and also making it clear that the inner relief road is not wanted, and that Harrogate and Knaresborough want to pursue sustainable measures, not only in keeping with the types of town we want but also in tackling climate change.

I am concerned that some of the comments in external factors relating to local campaign groups were disingenuous – especially around 6.5 – 6.8, however this has now been detailed by Rod Beardshall, which I think should be acknowledged in the report.

11.2 That Members provide comments on the proposed next steps set out in section 7.0 above.

On the whole my thoughts are positive and I welcome the proposals.

As each proposal is considered I believe it important to involve all stakeholders to maximise engagement and embracement of the change.

Communication will be key!

I am willing to help wherever I can to formulate and get messages over

My specific feedback;

Under 7.4 Relief road/highway options

1. Not progress with the Harrogate inner relief road at this time

I am concerned by the phrase “at this time” and recommend it should be removed. This area needs to be preserved, protected and enhanced.

- Analysis of the figures show there is an overwhelming number of those who disagree with the road 85%. HALT has been criticised 6.3 to 6.8 but if you remove the Bilton Responses, and assume that they are all Strongly Disagree, the figures still give a 70% disagreement showing that Bilton does not affect the results.

- Bilton and Woodfield have far less amenities than other areas of Harrogate. The Nidd Gorge area is a unique, tranquil place that residents have access to.
- Evidence that the road will impact on traffic congestion in Harrogate and Knaresborough is flimsy at best
- The environmental impact is evident, although no environmental studies were commissioned by NYCC (I appreciate this would not have normally happened at this stage)
- **Climate Change - Notes from Friends of the Earth report**
Low or no cost actions to fight climate change
Stop promoting measures that increase greenhouse gases – for example, increasing road capacity. There is many years of evidence that shows that new road capacity simply encourages more traffic and therefore increased greenhouse gas emissions²³.
- It creates uncertainty and instability for the residents of the area.

Finally, although it states in the inequality statement that everything has been done. But are we being fair on the communities involved? Eg Bilton, Woodfield and Starbeck. We are asking these communities (Bilton, Woodfield and Starbeck) to live under this Planning shadow.

It will suppress the value of properties in these areas compared to the rest of Harrogate and Knaresborough.

It will interfere on their mobility, the ease to move to pursue work or other opportunities elsewhere. (The ability to sell their properties) At least one sale fell through during the consultation period.

It could interfere on the prosperity of these areas but will most certainly interfere on the stability potentially leaving them behind the rest of the district.

Could we be leaving ourselves open to legal action?

2. Undertake an initial assessment (traffic and economic assessment) of a Killinghall bypass including, but not limited to, the existing adopted alignment

Only 2% of responses were from Killinghall - it seems they may not be as enthusiastic about their bypass as we were led to believe.

3. Undertake an initial assessment (traffic and economic assessment) of a highway option to link the B6162 Otley Road to the A61 Leeds Road including consideration of new routes and upgrading of existing routes.

Surely this should have been considered in the WSP Report. Are we really asking for yet another report?

In fact, the tone of the report suggests we need more with consultation, which is a disappointment. I expected us to at least have somethings ready to go that did not involve a road building machine.

Under 7.3. There is too much free parking in which will not help the take up of park'n'ride eg people working in the town park up round the stray and walk into town - this contributes to the road congestion. We need to instigate parking permits across urban Harrogate and urban Knaresborough.

11.3 That any comments that Members may have are incorporated into a future report to the Executive.

As mentioned previously a lot of commendable hard work has been done here however I would like to see the council have more ambition in the sustainable options, more urgency in their delivery and patience in expecting the achievement of results (it has taken the Dutch 17 years to achieve sustainable balance in their cities

We need to be aware that Behavioural change and engagement are key to the success of this project

Ambition

Rail opportunities

By the none inclusion of new railway stations - I believe a station at Claro road (there are two potential sites) -for example would help relieve road congestion by allowing a greater number of people to travel to and from work, Leeds in particular. It would also provide access to three Schools and an industrial park. Could we make the industrial park at Claro as successful as the one at Hornbeam Park?

Taken from NYCC's Strategic Transport Prospectus

“2030-2045 Longer term aspirations to improve east-west connectivity in the County include the following:

Development of parkway stations close to the Leeds – Harrogate – York railway. “

I also note that no rail expert was part of the team putting this study together.

Bus

Continued Modernisation of bus fleet – ie less polluting vehicles.

Routes – How do we improve this?

Buses need to run when and where people want to go. At the moment our bus services appear to be radial rather than having some complementary cross town or circular routes

Leeds seems well catered for yet there are no buses direct to and from York to Harrogate. Are they missing a trick to meet the London trains? Or being able to attend the theatre in York with a bus after 10.11 the time of the last train.

Shuttle busses from train stations to industrial parks such as Cardale Park

Bus fares – How do we reduce them?

If we wish to encourage bus usage, we need to address the fares. It has to be cheaper than travelling by car. We can't just put up car parking charges.

Two recent comments I have received at the congestion study presentations:

“My 5 year old loves to travel on the bus, but if the family go to town on the bus, it costs £20 whereas if we drive its £2.50 to park! I cannot afford to catch the bus”

“It's cheaper to put the family in a taxi to travel into Harrogate than get the bus.”

Please note the example of Montpellier where the trams and busses are run by Transdev (they run our busses) and fares are 1.60 euro for a journey of any length and are valid to hop on and off any bus for an hour.

What business model is used here that we can perhaps learn from

Andy Burnham (Mayor of Manchester) added: “Buses have to change here. If you want a very everyday example of the north/south divide let me give you one. It costs £4 here for a single bus journey, capped at £1.50 in London. How can that possibly be fair?”

<https://www.theguardian.com/politics/2019/jun/16/andy-burnham-bus-fare-subsidies-northern-powerhouse-london>

Bus Stations, Bus shelters and live information.

Provision of live information at bus calling points and on the buses.

A welcoming **bus station with facilities to make waiting / transfer pleasurable**

Bus shelters to protect against our weather.

Many transport hubs contain supermarkets and coffee shops presenting commercial opportunities.

Urgency

The congestion study has created a great deal of interest and a sense of urgency – we need to follow up urgently with proposed actions.

The council has recently demonstrated how fast it can act with the damaging flooding in the North of the County.

I positively embrace the notion of piloting initiatives 7.10 c.

Paul Haslam September 2019.

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		BES	
Service area		Highways and Transportation	
Proposal being screened		Recommendations to members on future work streams as a consequence of the Harrogate Congestion Study Engagement.	
Officer(s) carrying out screening		Rebecca Gibson, Senior Transport Planning Officer	
What are you proposing to do?		Make recommendations and seek the view of members of the County Council's Executive on possible future work streams as a consequence of the Harrogate Congestion Study engagement results.	
Why are you proposing this? What are the desired outcomes?		Public engagement has been undertaken on ways to tackle congestion in Harrogate and Knaresborough – this report advises members of the Executive on those findings, on the comments of the two relevant Area Constituency Committees and comments received from external interest groups. The report request comments from the Executive and makes recommendations on what future projects should be delivered/further investigated.	
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 NYCC'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 Equality rep for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		<input type="checkbox"/>	
Disability		<input type="checkbox"/>	

Sex		<input type="checkbox"/>	
Race		<input type="checkbox"/>	
Sexual orientation		<input type="checkbox"/>	
Gender reassignment		<input type="checkbox"/>	
Religion or belief		<input type="checkbox"/>	
Pregnancy or maternity		<input type="checkbox"/>	
Marriage or civil partnership		<input type="checkbox"/>	
NYCC additional characteristics			
People in rural areas		<input type="checkbox"/>	
People on a low income		<input type="checkbox"/>	
Carer (unpaid family or friend)		<input type="checkbox"/>	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No		
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No		
Decision (Please tick one option)	EIA not relevant or proportionate:	<input type="checkbox"/>	Continue to full EIA:
Reason for decision	The report seeks approval for a way forward on future work streams as a consequence of the Harrogate Congestion Study Engagement and, as such, has no impact upon any of the protected or additional characteristics. The equalities implications of any specific schemes coming out of the work streams would be the subject of further equalities impact assessments.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	02/10/19		

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