

NORTH YORKSHIRE COUNTY COUNCIL**HARROGATE AREA COMMITTEE****9 JUNE 2011****HARROGATE AND KNARESBOROUGH SERVICE CENTRE TRANSPORTATION STRATEGY/PACKAGE****1.0 PURPOSE OF REPORT**

- 1.1 The purpose of the report is to seek Members views on the draft Implementation Plan and associated Service Centre Transportation Strategy/Package which has been prepared following various consultation exercises with Stakeholders and the public of the Harrogate and Knaresborough area.

2.0 BACKGROUND

- 2.1 The Local Transport Plan 2006 – 2011 (LTP) which was adopted by the County Council on 15 February 2006 includes the preparation of Service Centre Transportation Strategies (SCTS) as the main implementation tool of the Plan. This strategy is a development of the successful Harrogate and Knaresborough Integrated Transport Study (HAKITS) that was adopted by the County Council in 2003, prepared as part of the implementation of the first Local Transport Plan 2001 – 2006. An SCTS differs from the HAKITS study in that it covers a much larger area, including the surrounding hinterland from where residents would travel to the service centre to access services such as education, healthcare and food shopping. The size of this area is based approximately on access to services by bus over a maximum journey time of 30 minutes.
- 2.2 Each SCTS seeks to address those matters which are identified through the strategy development process and consequently will be specific to the area being considered. Funding of £2.5 million was approved by the North Yorkshire County Council Executive from the Regional Funding Allocation (RFA) on 28th September 2010 to deliver schemes and initiatives in the Harrogate area aimed at reducing congestion in the area, including five schemes in Harrogate that were removed from the Integrated Transport Capital Programme. These schemes are:
- Pennypot Puffin Crossing
 - Bower Road/Cheltenham Mount Junction improvements
 - Pegasus Crossing, South of Ripley
 - King George's Field Cycle Route, Knaresborough
 - The Stray Cycle Route

- 2.3 The implementation of schemes and initiatives will be under the supervision of the local NYCC Area Highways Manager. Issues which require revenue based solutions will be detailed in the strategy for inclusion in future budget rounds and particularly Integrated Passenger Transport Area Based Reviews.
- 2.4 In addition to the RFA funding the Council's Executive resolved on 24th May 2011 to submit a bid to the DfT for funding of up to £5 million from the Local Sustainable Transport Fund for a Harrogate Sustainability Transport Package. An expression of interest is being submitted to the DfT in June 2011, with the detailed bid being submitted in February 2012. A decision on the successful proposals is expected in June 2012.
- 2.5 The Harrogate Sustainable Transport Package aims at reducing congestion and carbon emissions by encouraging mode shift away from cars. The package would incorporate delivery of a park and ride site and services, improvements to other bus services and ticketing, improvements to cycle facilities and training, introduction of electrical vehicle charging points and supporting travel awareness and travel planning initiatives to maximise the benefits of the other elements of the package. The Executive agreed that £125k of the SCTS/Package should be allocated to progress the Sustainable Transport Package.

3.0 THE SERVICE CENTRE TRANSPORTATION STRATEGY PROCESS

- 3.1 As a start to the process existing information such as traffic flows, vehicle speeds and accident data was gathered, as well as the identification of any proposals from the list of possible future Integrated Transport Capital programme schemes, outstanding and any issues raised in the study area in the LTP.
- 3.2 An Officer Team has been responsible for the development of the SCTS/Package containing the following representatives:
- NYCC Public Rights of Way Officer
 - NYCC Area Highways Manager
 - NYCC Improvement Manager
 - NYCC Area Road Safety and Travel Awareness Officer
 - NYCC Integrated Passenger Transport Officer
 - NYCC LTP representative
 - Local Police and Fire Service representatives
 - Harrogate Borough Council representative

- 3.3 At an early stage the Officer Team sought to identify any historic proposals which should be taken forward for consideration as part of the development of the SCTS. This involved consideration of the following:
- The Reserve List from NYCC's Integrated Transport Capital Programme
 - Proposed schemes identified within NYCC School Travel Plans
 - Schemes identified at a local level through the NYCC Area Office
 - Harrogate and Knaresborough Integrated Transport Study (HAKITs)
- 3.4 This process allowed the Officer Team to comment on both the validity of these proposals and also gave them an opportunity to identify other issues which they felt needed consideration.
- 3.5 The views of NYCC Members and key stakeholders regarding the issues and schemes identified above were then obtained by letter or email. Both members and stakeholders were also invited to discuss issues further with NYCC Officers if it was felt necessary. Members and stakeholders were asked to give their views on the historic schemes and were given the opportunity to identify additional issues / schemes that they felt should be investigated. In order to carefully manage the process and make the most efficient use of available funds, Members and stakeholders were asked to identify their top five priority issues.
- 3.6 The responses to the Members and stakeholder consultations were considered by the Officer Team, in order to develop a range of possible highways and transportation solutions that were then assessed to determine how they would contribute to NYCC's objectives for transport.
- 3.7 An appraisal of the options was undertaken using the NYCC Scheme Prioritisation System, which assesses each of the potential improvement schemes based upon the extent to which they contribute to NYCC's priorities for transport and ultimately the LTP delivery objectives.
- 3.8 Based upon the outcomes of the Option Appraisal exercise, a prioritised list of potential improvement schemes was then considered at a second officer team meeting and views sought regarding the proposals. At the second officer team meeting the following Transport Management Initiatives were also discussed;
- Re Route A61, Station Parade
 - Harrogate Park and Ride Feasibility Project
 - Rail Halt East of Knaresborough Feasibility study.

Whilst it was recognised that these projects were still in their early stages of development it was noted that these would be included in the public consultation, to gain an understanding of the public's views in principal.

The following projects were also included in the consultation document for information only;

- Knaresborough Bond End- Air Quality Management Area
- Signalised Junctions in Harrogate – Health Checks
- Residential Parking issues
- Repair of Winter damage
- Improvement of directional signing from the A1- Harrogate
- Proposals to amend the layout of Starbeck crossing.

3.9 A draft of the consultation leaflet was sent to NYCC members for comment prior to finalising. A consultation leaflet (see Appendix 1) was sent to recognised stakeholders within the area covered by Harrogate and Knaresborough SCTS. The proposed scheme details were also made available to view in the local Libraries, Council Offices and online. Details of the consultation were also advertised in the local Harrogate and Knaresborough papers, on the radio and online. Respondents were asked to indicate their level of support for the options being put forward. The results of the consultation are detailed in Section 4 below.

3.10 The consultation started on Tuesday 15th March and was originally due to finish on Tuesday 19th April. However due to an overwhelming response NYCC Executive Members took the decision to extend the consultation until Monday 16th May 2011. The extension of the deadline provided the opportunity to organise two exhibitions, where officers were available to provide members of the public with further information. These took place on Saturday 7th, 10am-5pm in the Victoria Shopping Centre, Harrogate and on Wednesday 11th May, 4pm- 7pm, Harrogate Library.

3.11 During the consultation period Harrogate Borough Council hosted two separate presentations, one for Harrogate Stakeholders and one for Harrogate Borough Councillors. North Yorkshire County Council (NYCC) officers presented attendees with information about the consultation, the schemes and the initiatives. Discussions were then encouraged; all parties were encouraged to contact NYCC officers for further information if required.

3.12 In response to the queries raised about the consultation process and in particular the proposed A61 Re-route initiative NYCC officers prepared further information sheets (found in Appendices 2 and 2A). The first information sheet (FAQ1) was sent to all properties in the locality of the re-route proposal, on 21st April 2011. The second information sheet (FAQ2) was prepared for the exhibition held in the library, Wednesday 11th May 2011. Both documents were made available in the local libraries and online.

4.0 INTERPRETATION OF THE RESPONSE TO THE CONSULTATION

4.1 NYCC received 1414 responses to the consultation, 669 of which were online and 745 paper copies.

4.2 Analysis of questionnaire responses

Transport Initiatives	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
A: A61 Re Route Station Parade	2.90%	3.61%	0.71%	3.68%	87.34%
B: Harrogate Park and Ride Feasibility Project	15.70%	29.99%	15.21%	14.29%	21.93%
C: Rail Halt East of Knaresborough Feasibility study.	11.74%	28.15%	42.43%	5.16%	8.98%
Improvement Schemes - Identified through local Stakeholder SCTS Consultation					
D i) Kings Road/ Strawberry Dale Avenue- Proposed one way	7.85%	14.57%	15.84%	14.85%	43.92%
ii) Strawberry Dale- Contra Flow cycle lane	7.92%	10.54%	20.79%	13.58%	42.93%
E: West Park/ Albert Street Pedestrian Crossing	8.77%	21.29%	18.32%	14.07%	33.88%
F: Pedestrian Improvement Scheme - Cornwall Road	6.08%	25.60%	36.14%	7.85%	18.60%
G: King Georges Field Cycle Route, Knaresborough	15.28%	28.85%	42.43%	3.11%	4.74%
H: York Road- Proposed Pedestrian Crossing.	8.35%	28.15%	39.53%	4.24%	13.51%

NOTES: The level of support in the above table has been determined from those respondents who expressed a view on each of the schemes. Responses stating "no view" and responses not providing an answer have been included in the analysis table in Section 4.2.1 as "no opinion".

4.2.1 Of the 9 options in the above table, four of them received majority support, initiative B and Scheme G received over 40% support, initiative C and H received over 30% support. Initiative A received only 7% support, over 90% of respondents disagreed or strongly disagreed to the scheme. 89% of respondents who disagreed to this scheme lived in the HG1 postcode, central Harrogate. Scheme Di) received just over 20% support; over 50% of respondents disagreed or strongly disagreed to the scheme. Scheme Dii) received fewer than 20% support with over 50% of respondents stating that they disagreed. Whilst the majority disagreed with scheme E, with 47% this compares to 30 % of respondents who agreed. Similarly 32% of respondents agreed with scheme F but 26% disagreed, no clear majority.

4.3 Analysis of written responses

4.3.1 In connection with the A61 Re- route proposals NYCC officers have received 82 letters objecting to the initiative and 1 letter in support of the initiative. A summary of the letters received can be found in Appendix 3; however the following issues and concerns have been raised through this correspondence;

- The proposed scheme would increase congestion locally and on the Strategic routes in and out of Harrogate.
- Roads are too narrow for the proposal.
- The railway bridge is not high enough to cater for the HGV traffic, forcing the traffic onto the already congested roads such as Skipton A59.
- Once through the underpass the return is impossible, residents on Granville Road /Cheltenham mount area would have an increased journey time taking a circuitous route back to their properties.
- The proposal would create traffic jams, congestion and traffic chaos
- Many do not feel the A61, Station Parade is a 'barrier'.
- Concerns for loss of parking in connection with this scheme.
- Increase in noise pollution and emissions
- Concerns for pedestrian safety on Cheltenham Mount.
- Many do not wish to see further development; they have identified a number of existing vacant shops and businesses.
- A number of respondents raised concerns about the affects on property values.
- A number of people felt there are no safety issues on Station Parade.
- Some respondents felt that access to town centre shops would be more difficult.
- The introduction of pedestrianisation on Princes Street and St James Street could mean the loss of approximately 70 spaces in total, a number feel that this loss of parking will be displaced to residential areas and would deter shoppers

4.3.2 A number of respondents suggested alternative measures which they felt would address the aims set out by the proposed Re- route scheme. These include;

- Introduce a Northern by-pass
- Introduce 2 way traffic on Parliament Street and West Park
- Tackle congestion on Skipton Road / Wetherby Road
- Stop HGV's using Duchy Road as a short cut.
- Introduction of Park and Ride.
- Access only signs on Cheltenham Crescent
- Pedestrian lights could be made more responsive to pedestrians
- Address issues at Wetherby Road/ Refuse site/ Sainsbury's junctions
- Reversal of traffic flow on Albert Street would allow traffic going west to east to the town centre, a direct route, and fewer problems on James Street.

4.3.3 The letter in support of the route suggested that the replacement of two roundabouts with signals was a positive change. They also felt pedestrianisation would be an improvement.

4.3.4 Some respondents made comments about the consultation process. The following concerns were raised;

- Every household in the area should of received a consultation document.
- Some respondents felt there was a lack of publicity.
- A number of respondents requested further background information to the proposed initiative.

4.4 Press Articles

4.4.1 Since the start of the consultation the Harrogate consultation and in particular the A61 Re-route has received a large amount of press coverage. NYCC officers have taken into account these articles and letters into consideration as part of the consultation analysis.

4.5 Petitions Received

4.5.1 NYCC has received two petitions against the proposed Re-route initiative. One petition 'Against the Re-routing of the A61, Station Parade, Harrogate' has been organised by a local business woman, Mrs Sue Kramer this contains 3328 signatures. The second petition 'Stop Station Parade Traffic Changes' has been organised by Cllr Jean Butterfield, this has 490 signatures. Andrew Jones MP also consulted a number of residents in the area requesting their views about the scheme, NYCC has received 8 of these responses, all of whom object to the initiative (Further details can be found in Appendix 3)

4.5.2 Mrs Kramer organised an 'objection campaign group' to campaign against the proposed Re- route initiative. They organised a demonstration outside the library on Wednesday 11th, whilst NYCC officers held a public exhibition, they also organised a drive through protest on Friday 13th May. The objection group highlighted the following concerns;

- An increase in congestion due to the increase in the number of traffic lights
- They felt local residents would suffer due to an increase in 'rat-running' through local streets.
- It was thought that the introduction of such proposals would have a negative affect on property prices in the area.
- It was argued that car journeys would take longer and more time with the introduction of one way systems on Cheltenham Mount and Bower Road.
- It was felt that the proposed Pedestrianisation of James Street and Princes Street would mean fewer shoppers and the closure of independent retailers.

4.6 Further consultation responses

Following the organised Stakeholder meeting the following stakeholders responded to the consultation. No other stakeholder responses were received.

4.6.1 Lateral Development

Representatives of Lateral Developments have asked NYCC to re-consider Initiative A- Proposed Re Route, Station Parade and the associated proposal to pedestrianise St James Street and Princes Street. Lateral Development does not feel that these proposals are the best way to achieve local and national objectives. They have proposed an alternative scheme that they consider would fulfil the objectives of providing priority for pedestrians, improving safety, enhancing access and connectivity, whilst creating a better gateway to the town when arriving by bus and rail.

4.6.2 TransDev, Harrogate and District

As the main provider of public transport in the area this company has demonstrated support for the proposals to re-route the Southbound A61 away from Station Parade. They feel that the current volume of traffic on Station Parade acts as at least a psychological barrier to visitors arriving by bus or train and feel that as part of the proposals Station Parade should be landscaped and provided with wide, but controlled, pedestrian crossings. Transdev believe the A61 Re-route proposal could introduce the potential for the introduction of a wider range of priority measures in support of the county's LTP3 Objectives.

4.6.3 Harrogate Borough Council

Harrogate Borough Council (HBC) support key schemes including the Knaresborough Rail Halt Feasibility Study, the Harrogate Park and Ride Project and the Health Checks of signalised junctions. They have noted that these proposals are consistent with and will help achieve the aims of HBC adopted planning policies in a number of ways including the encouragement of sustainable transport and helping to reduce congestion. Harrogate Borough Council have however raised major concerns regarding the proposal to re-route the A61 traffic away from Station Parade, concerned that such changes would have an adverse impact on local residential streets. The possible loss of parking in the area as a result of such changes is also of concern. Harrogate Borough Council do not support the current proposal but have requested that a wider assessment of options, especially for the A61 through traffic in both directions, needs to be made, considering both the economic and environmental impact/benefit of various proposals.

4.6.4 Regarding scheme D and E Harrogate Borough Council would like to see further assessment work in relation to these schemes, to assess the impact on the surrounding residential streets. Schemes F,G and H are supported by Harrogate Borough Council.

4.6.5 Harrogate Borough Council have recognised the importance of partnership working with North Yorkshire County Council and other interested parties and wish to continue engagement with such key partners.

5.0 **IMPLEMENTATION OF THE SERVICE CENTRE TRANSPORTATION STRATEGY**

Improvement schemes identified through the SCTS process

5.1 In light of the results of the consultation and the level of contribution to the LTP Objectives, a list of schemes and initiatives has been drawn up for the Harrogate and Knaresborough area and an order of recommended action has been developed.

5.2 Due to the need to repair the extensive damage across the County caused to the fabric of the road network by the cold winter weather it is necessary to increase the funds available for this maintenance work. To achieve this Executive Members for Business and Environmental Services recently considered the criteria for the inclusion of schemes in Implementation Plans. In essence, for Safety related schemes to be retained they should score at least 15 on the Prioritisation System while other schemes should score at least 25. However, if Members feel strongly that a scheme should be retained then this will be given further consideration, otherwise the schemes not retained will be included in the Reserve List of Integrated Capital Transport Schemes.

5.3

Improvement Schemes- Identified through local Stakeholder SCTS Consultation	Cost	SCTS Score	Safety Accessibility scheme	Support
D i) Kings Road/ Strawberry Dale Avenue- Proposed one way ii) Strawberry Dale- Contra Flow cycle lane	£18,000	28.66	Safety	
E: West Park/ Albert Street Pedestrian Crossing	£10,000	21.54	Safety	
F: Pedestrian Improvement Scheme- Cornwall Road	£10,000	19.12	Safety	
G: King Georges Field Cycle Route, Knaresborough	£42,000	33.26	Accessibility	
H: York Road- Proposed Pedestrian Crossing.	£10,000	28.20	Safety	

KEY: ■ Support ■ Mixed Views (Similar Agree / Disagree percentage) ■ Disagree

5.4 Schemes G and H were well supported; it is therefore proposed that these schemes should be carried forward to Implementation stage. Schemes E and F received mixed views. It is therefore proposed that these schemes should be implemented subject to localised consultation at the design stage. Scheme D was not supported, however it should be acknowledged that this is closely linked with the proposed Re- route initiative. It is therefore proposed that this scheme should be placed on the Integrated Capital Transport scheme reserve list and will be reviewed in the future in connection with any future town centre proposals.




5.5 The following schemes are therefore recommended for implementation from the Harrogate Package funding.

E: West Park/ Albert Street Pedestrian Crossing	£10,000
F: Pedestrian Improvement Scheme- Cornwall Road	£10,000
G: King Georges Field Cycle Route, Knaresborough	£42,000
H: York Road- Proposed Pedestrian Crossing.	£10,000
Total	£72,000

5.6 Transport Initiatives consulted on as part of the SCTS public consultation

5.7 The public were asked their views on the following transport initiatives:

Transport Initiatives	Cost	Support
A: Re Route Station Parade	£750,000	Disagree
B: Harrogate Park and Ride Feasibility Project	N/A	Support
C: Rail Halt East of Knaresborough Feasibility study.	N/A	Support

KEY:  Support  Mixed Views (Similar Agree / Disagree percentage)  Disagree

5.8 There was clear support for initiatives B and C, it is therefore recommended that both feasibility studies should continue. The current Park and Ride feasibility study has prioritised the following 3 corridors; A61-South West of Harrogate, A59 Skipton Road and A661 Wetherby Road. It is recommended that these locations should be considered as part of Harrogate Borough Council's Local Development Framework and as stated in paragraph 2.5 will be considered as part of the Harrogate Sustainable Transport Package Bid. Similarly given the support for the Rail Halt East of Knaresborough feasibility study NYCC would recommend that Harrogate Borough Council considers the results of this consultation and conducts further assessment as part of their considerations for further development in the area.

5.9 The following initiatives were included in the consultation for information only and will continue to be progressed as part of the Harrogate and Knaresborough SCTS\Package:

- Knaresborough Bond End – Air Quality Management Area**
 Harrogate Borough Council has declared Bond End, Knaresborough as an Air Quality Management Area (AQMA). North Yorkshire County Council will be working alongside Harrogate Borough Council to produce an Action Plan to address the air quality issues. Further localised consultations regarding any proposals will take place once assessments have been completed. Should any further AQMA's be declared in the future by the Borough Council, the County Council will respond in the same manner.

- **Signalised Junction in Harrogate Health Checks**
All signalised junctions in Harrogate have been assessed with a view to maximising the capacity and reduce congestion on the highway network. Solutions are currently being developed and it is recommended that £200k should be allocated to implement the improvements identified.. Any significant improvements will be the subject of further consultation.

5.10 The aim of initiative A' A61 Re-route of Station Parade' was to improve safety and accessibility between the bus and rail stations, jobs, shops and services and also assisting bringing forward development proposals on land at Station Parade further enhancing the local economy. However, the proposal received very little support in the public consultation. It was recognised that whilst the majority of respondents did not agree with the proposed scheme in principle a number of them recognised the aims of the proposal and as result provided a number of constructive suggestions. A number of stakeholders have also provided NYCC with further considerations. Given the level of opposition to the re route of the A61, Station Parade and the number of constructive comments received regarding alternative proposals, it is recommended that a comprehensive review be carried out of the proposals and suggested alternatives in the context of a wider approach, taking into consideration the whole town centre and strategic network.

5.11 It is recommended that a working group with NYCC and Harrogate Borough Council (HBC) members and officers should be organised to consider the future actions for this initiative. The working group would take into consideration both future development issues and the impact on the strategic transportation network across both Harrogate and Knaresborough and the potential opportunities afforded should the LSTF bid be successful. It is recommended that the working group would also include Chamber of Trade and Commerce, Bus Operators and Developers. Member's views regarding the representation on this group would be welcomed. Outcomes of the above meetings will be presented to Area Committee at a later date.

5.12 Members are asked to note that that the decision to adopt the Harrogate and Knaresborough Service Centre Transportation Strategy/Package is a matter which is delegated to the Corporate Director, Business and Environmental Services. The Members of the Area Committee are invited to make any comments they see fit in relation to the strategy. These will be noted and included in the report which will be put before the Corporate Director, Business and Environmental Services seeking final approval of the Strategy. It is currently envisaged that the report will be considered in June 2011.

6.0 SCHEMES NOT INCLUDED IN THE IMPLEMENTATION PLAN

6.1 During the development stage of the SCTS/ Package a number of schemes were considered but when assessed were deemed to be either undeliverable or did not address the issues identified. For details of the schemes which have not been included in the Implementation Plan please see Appendix 4.

7.0 SUMMARY AND CONCLUSION

7.1 The Harrogate and Knaresborough Service Centre Transportation Strategy is one of 28 strategies which are being prepared in the period to June 2011.

7.2 The involvement of the Members and stakeholders was both enthusiastic and knowledgeable and thanks are due to all who took part.

7.3 The total funding available to deliver the Harrogate and Knaresborough SCTS/ Package is £2.5m. It is recommended that the following schemes previously included in the Integrated Transport Capital Programme identified in paragraph 2.2 and 5.9 should be funded from the SCTS/Package.

Pennypot Puffin Crossing- £68,000

Pegasus Crossing, South of Ripley -£82,000

The Stray Cycle Route-£254,000

Signalised Junction in Harrogate- Health Checks – budget up to £200,000

7.4 The following schemes which meet the scoring criteria and received support through the consultation are also recommended for inclusion in the programme (see paragraphs 5.4 and 5.5):

West Park/ Albert Street - £10,000
Pedestrian Crossing

Pedestrian Improvement - £10,000
Scheme- Cornwall Road

King Georges Field Cycle- £42,000
Route, Knaresborough

York Road - -£10,000
Proposed Pedestrian Crossing

7.5 The following initiatives are recommended to be assessed further (See paragraph 5.7):

Harrogate Park and Ride Feasibility Project

Rail Halt East of Knaresborough Feasibility study.

7.6 It is recommended that a working group consisting of North Yorkshire County Council and Harrogate Borough Council members and officers, and Stakeholder representatives (See Paragraph 5.11) be organised to consider a wider traffic management approach considering the whole town centre and strategic transport network taking into consideration both future developments and the potential opportunities available should the LSTF bid be successful.

- 7.7 As stated in paragraph 2.5 the Executive also agreed that £125k of the Harrogate and Knaresborough SCTS/Package funding be allocated to develop the Local Sustainable Transport Fund bid.
- 7.8 Taking into account the above it would be appropriate to review the remaining allocation of the Harrogate and Knaresborough SCTS/Package funding and finalise the Strategy when the outcome of the working group is known and the assessment of the Park and Ride initiatives is complete.

8.0 RECOMMENDATIONS

- 8.1 That the Corporate Director, Business and Environmental Services be advised of the comments made by the Area Committee in relation to the Harrogate and Knaresborough Service Centre Transportation Strategy/Package.
- 8.2 The Corporate Director be advised that subject to the comments made by the Area Committee the following is recommended;
- a) The schemes listed in paragraph 7.3 in this report are to be funded from the SCTS/Package
 - b) Support the inclusion of schemes listed in 7.4 of this report in the SCTS/Package implementation programme
 - c) Support the further assessment of the initiatives listed in paragraph 7.5 of the report.
 - d) Support the setting up of a working group as detailed in 5.11

DAVID BOWE
Corporate Director, Business and Environmental Services

Author of report – Melisa Burnham

Appendix 1



Harrogate and Knaresborough Service Centre Transportation Strategy

**Consultation period has
been extended**

Consultation Questionnaire
15th March – 16th May 2011

This Leaflet and Questionnaire is also available on the Internet
www.northyorks.gov.uk/harrogatetransport



Business and Environmental Services

A responsive County Council providing excellent and efficient local services

Background

The County Council is in the process of developing 28 Service Centre Transportation Strategies (SCTS) across North Yorkshire. One of these will focus on the needs of **Harrogate and Knaresborough** and nearby settlements.

The strategy forms part of the county-wide second Local Transport Plan and aims to address a broad range of transport issues.

This leaflet outlines the schemes which the County Council has put forward to tackle identified transport issues with reducing congestion being a key aim of the strategy. These range from improvements to pedestrian facilities, road safety and maintenance schemes. Additionally a series of initiatives have been identified on which we would like your views before progressing further.

Please take the time to read about the schemes and initiatives and let us know what you think of them by completing the questionnaire provided.

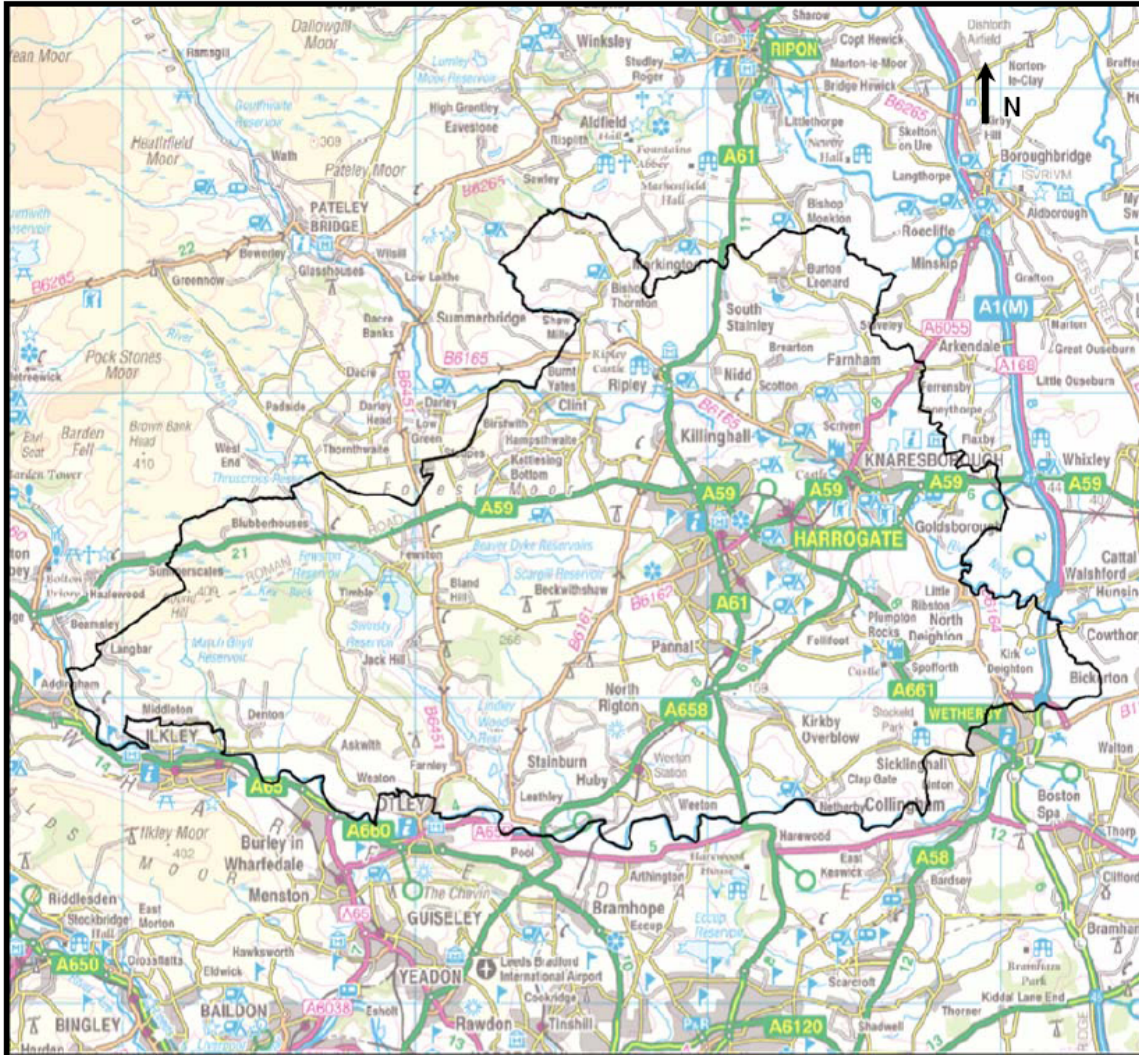
Your views are important to us and will help us make sure that the most acceptable solutions are put in place to tackle the transportation issues in the study area. It is important that you provide a response to all the schemes mentioned in the questionnaire and not just those within your area.

**It is crucial that we obtain your views in order to take the strategy forward.
Please complete the online questionnaire at:**

www.northyorks.gov.uk/harrogatetransport by Monday 16th May 2011

**If you require any further information regarding this strategy, please telephone
08458 72 73 74.**

Harrogate and Knaresborough SCTS Study Area



© Crown copyright. All rights reserved. 100017946 2010.

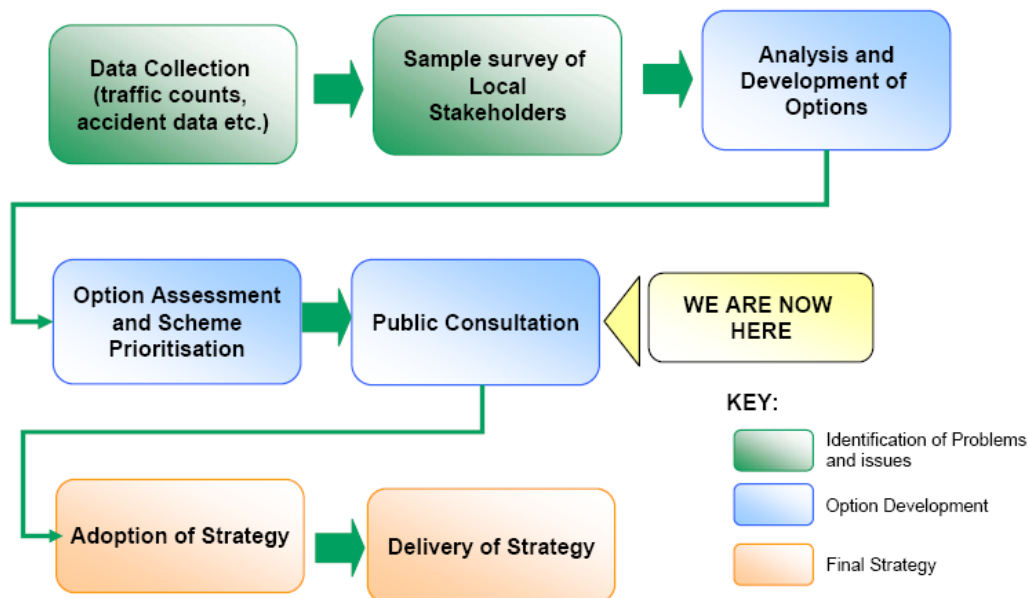
The maps in this document are reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

North Yorkshire County Council. 100017946 2010.

Strategy Development and Scheme Prioritisation

Strategy Development

The key stages in the development of the SCTS are illustrated below. The Harrogate and Knaresborough SCTS is currently at the Public Consultation stage.



Funding and Scheme Prioritisation

Funding of £2.5 million was approved by the North Yorkshire County Council Executive from the Regional Funding Allocation (RFA) on 28th September 2010 to deliver schemes and initiatives in the Harrogate area aimed at reducing congestion in the area, including five schemes in Harrogate that were removed from the Integrated Transport Fund. These schemes are:

- Pennypot puffin crossing
- Bower Road/Cheltenham Mount Junction improvements
- Pegasus Crossing, South of Ripley
- King George's Field Cycle Route, Knaresborough
- The Stray Cycle Route

SCTS schemes and initiatives will also be funded through the RFA package.

If the SCTS schemes are supported through this consultation process, it will be possible to fund all specific schemes identified in this consultation. However it will not be possible to fund all the initiatives. This consultation will be used to identify the level of support and priority to be given to the schemes and initiatives which will be subject to further detailed consultation at a future date.

Clearly congestion is a key issue in Harrogate and Knaresborough which this strategy aims to address, a number of safety and maintenance initiatives are also included in this document.

Now we want to know what you think about the proposals for solving the issues that have been brought to our attention.

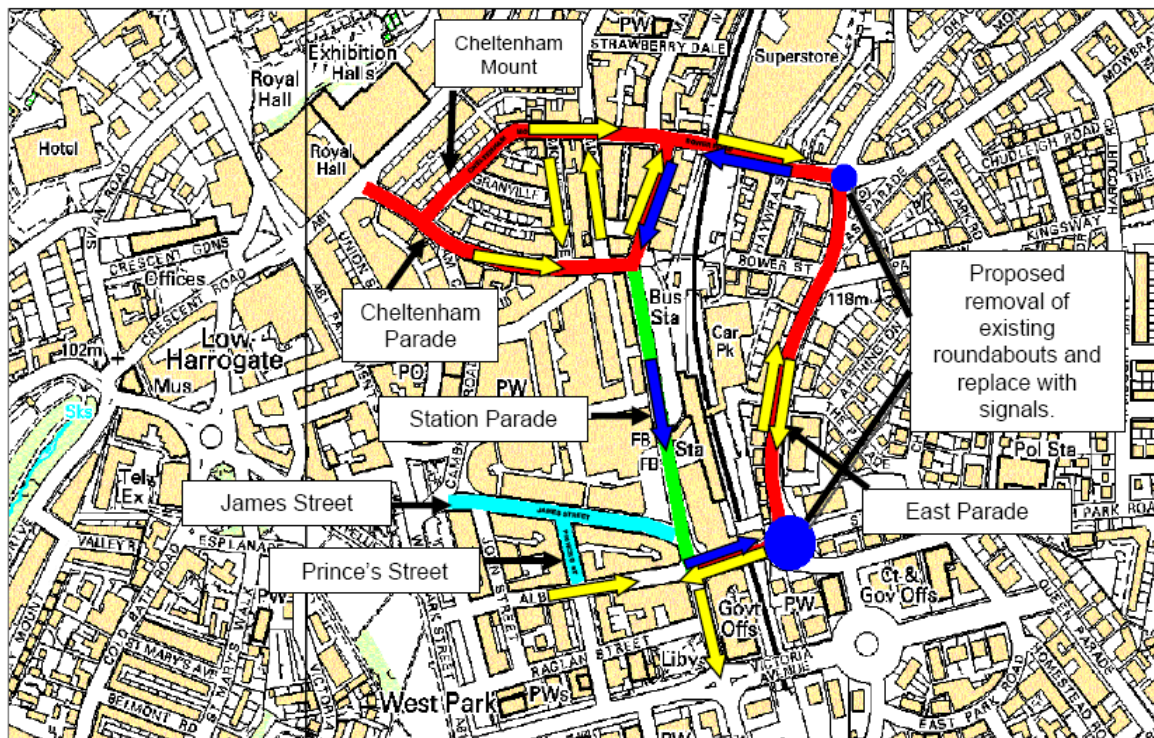
Transport Management Initiatives






We would like your views on the following initiatives before progressing them further. Please provide your views on the following initiatives using the questionnaire provided.

A: Re Route A61, Station Parade (Estimated cost £750,000)

The A61 on Station Parade is a busy road and acts as a barrier separating the bus and railway stations from the town centre and key sites such as the conference centre. Re-routing of a significant amount of this traffic away from Station Parade, whilst still making provision for buses, taxis and servicing, will enable improvements to be undertaken in the town centre to give priority to pedestrians, and carry out environmental improvements. Such measures will improve safety and accessibility between the bus and rail stations, jobs, shops and services and also assist in bringing forward development proposals on land at Station Parade further enhancing the local economy.

The proposed scheme would restrict Station Parade for buses and Taxis only and access to the stations. Two roundabouts at either end of East Parade will be replaced with traffic signals. Pedestrianisation would be extended to Prince's Street and St James Street. Please note that we are only consulting on the scheme in principal, further assessment work will be required. A more detailed consultation will take place before implementation once detailed designs are available.



Key		
Proposed A61 Re route		Direction of Travel 
Proposed restriction for buses and taxis only		Restricted access for buses and Taxis only and access to the stations. 
Proposed Pedestrianisation		

B: Harrogate Park and Ride Feasibility Project

An assessment of Park and Ride sites in order to identify a feasible project which would alleviate congestion on the existing road network and reduce its current demand on town centre parking in Harrogate is currently being carried out. The Feasibility assessments have prioritised the following 3 corridors; A61- South West of Harrogate, A59 Skipton Road and A661 Wetherby Road.

In order for a Park and Ride system to be successful within the centre of Harrogate the development of a sustainable parking strategy will be implemented alongside the development of Park and Ride sites.

The funding available will not be sufficient to implement a Park and Ride in Harrogate at this time. However the results of this consultation will be used to inform whether or not site locations should be considered as part of Harrogate Borough Council's Local Development Framework and considerations for the future development in the area.

C: Rail Halt East of Knaresborough Feasibility Study

Whilst funding is not available to implement the Rail Halt (stop) at this time the results of this consultation will be used to inform whether or not a rail halt should be included in Harrogate Borough Council's Local Development Framework and considerations for the future development in the area. The proposed Manse Farm station site would be located East of Knaresborough urban area. A new station in this area will provide an attractive option for residents and commuters in the areas. It would also be well located to encourage possible Park and Ride Journeys to Harrogate and other destinations, therefore helping to relieve congestion issues in the Urban area.

The following initiatives have been included for your information

Knaresborough Bond End- Air Quality Management Area

Harrogate Borough Council has declared Bond End, Knaresborough as an Air Quality Management Area (AQMA). North Yorkshire County Council will be working alongside Harrogate Borough Council to produce an Action Plan to address the air quality issues. Further localised consultations regarding any proposals will take place once assessments have been completed. Should any further AQMA's be declared in the future by the Borough Council, the County Council will respond in the same manner.

Signalised Junctions in Harrogate- Health checks

All signalised junctions in Harrogate have been assessed with a view to maximising the capacity and reduce congestion on the highway network. Solutions are currently being developed and will be considered for funding from the £2.5m RFA package. Any significant improvements will be the subject of further consultation.

We are also in discussions regarding the following initiatives

The following initiatives may be assessed in terms of costs and feasibility at a later date; Residential Parking issues, repair of winter damage and the improvement of directional signing from the A1 to Harrogate, this would need to be discussed with the Highways Agency in further detail. If achievable these schemes will be implemented as funding allows.

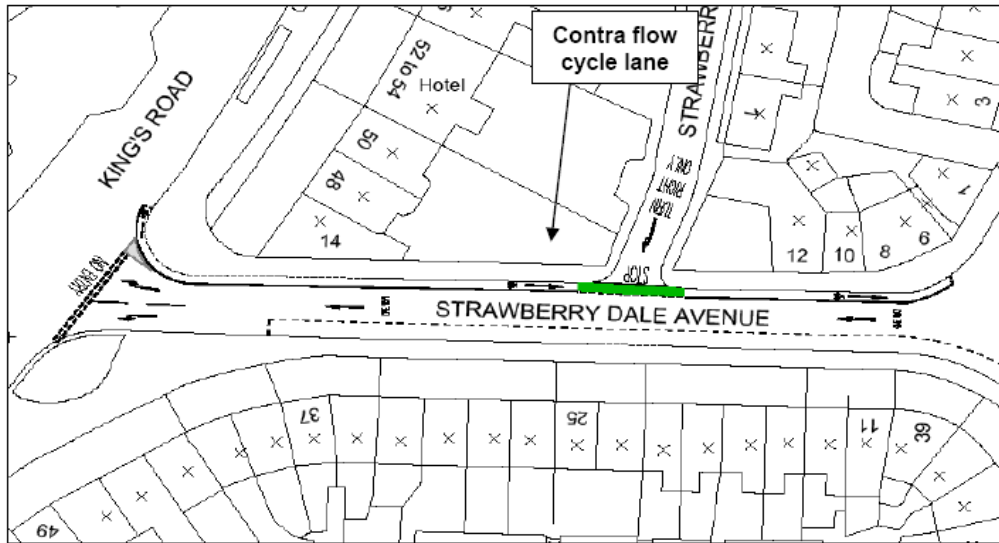
Another possible future initiative which has been brought to our attention to address the congestion problem in Harrogate is the proposal to amend the layout of the Starbeck level crossing, which looks at addressing the closure times and the control lights on the rail line. NYCC will continue to discuss and assess the practicality of such ideas in the future with other parties such as Network Rail.

Improvement Schemes- Identified through local Stakeholder SCTS consultation

Harrogate

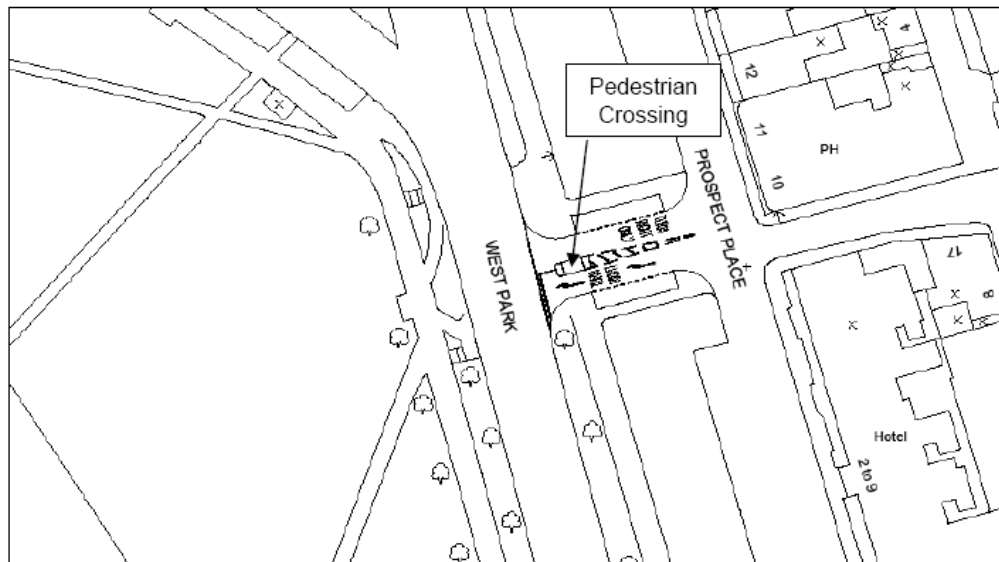
D: Kings Road/ Strawberry Dale Avenue (Estimated Cost: £18,000).

Restrict Strawberry Dale Avenue to one-way traffic East to West so that the existing footways can be widened. The scheme would also include an on road cycle route. By using the existing carriageway as one way this scheme would greatly improve traffic congestion and pedestrian safety in the area.



E: West Park /Albert Street (Estimated Cost: £10,000).

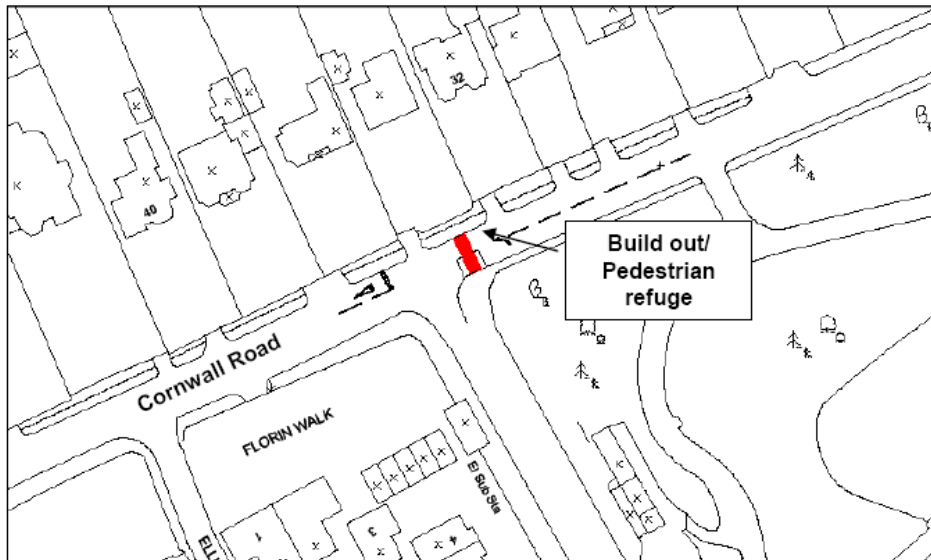
The removal of a right turn lane and the introduction of a pedestrian refuge would improve safety for pedestrians crossing Albert Street.



Improvement Schemes- Identified through local Stakeholder SCTS consultation

F: Pedestrian Improvement scheme- Cornwall Road (Estimated cost £10,000).

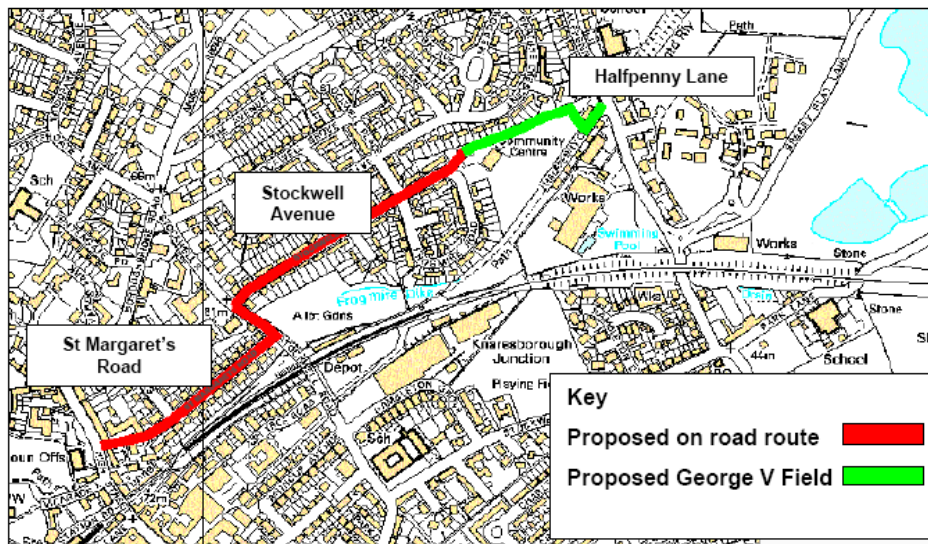
The scheme would include the provision of a pedestrian refuge with associated signing detailing priority measures at the junction of Florin Walk entrance with Cornwall road. This would allow better visibility for pedestrians which is currently restricted due to cars parking on the side of the road.



Knaresborough

G: King Georges Field Cycle Route (Estimated Cost £42,000)

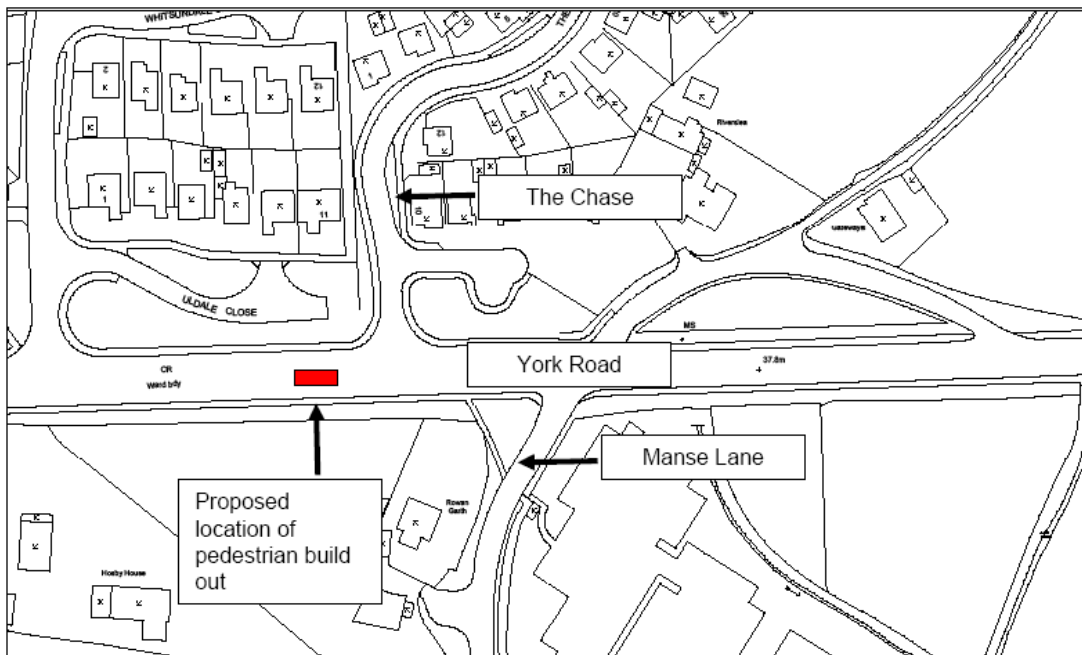
The introduction of a 0.5 km new cycle route linking Halfpenny Lane and Stockwell Avenue in Knaresborough. The on road section of the route will be achieved using appropriate signing and lining. This route would complete a missing radial cycle link in Knaresborough as highlighted in Harrogate Borough Council's Cycling Implementation Plan.



Improvement Schemes- Identified through local Stakeholder SCTS consultation

H: York Road- Proposed Pedestrian Crossing (Estimated Cost: £10,000)

An introduction of a 1.8m pedestrian refuge would improve safety for pedestrians crossing York Road, travelling from The Chase to Manse Lane.



Maintenance Schemes

If funds remain following the completion of any Improvement works or if maintenance works are required to supplement any improvement schemes these will be undertaken from the RFA fund. To determine this the schemes will be identified on the basis of how they fit with the rest of the highway improvement package. Maintenance schemes will ultimately be agreed with Area manager and local members before implementation.

The Leaflet and the Questionnaire is also available on the Internet at
www.northyorks.gov.uk/harrogatetransport

North Yorkshire County Council

County Hall
Northallerton
North Yorkshire
DL7 8AD

Contact us in the following ways...

By telephone: Our Customer Service Centre is open:
Monday - Friday 8.30am - 6.00pm and Saturday 9.00am - 12.00pm
Call: 0845 8727374

By email: customer.services@northyorks.gov.uk
or you can access all North Yorkshire County Council
information online at: www.northyorks.gov.uk

If you would like this information in another language or
format such as Braille, large print or audio, please ask us.



درخواست پر یہ دستاویز دیگر زبانوں میں، بڑے حروف کی چھپائی، بریل اور سننے والے ذرائع پر بھی میسر ہے۔

本文件亦可應要求，製作成其他語文版本、特大字體、盲人點字及錄音格式版本。

এই ডকুমেন্ট অন্য ভাষায়, বড় প্রিন্ট আকারে, ব্রেল এবং অডিও টেপ আকারেও অনুরোধ পাওয়া যায়

Dokument ten jest na życzenie udostępniany także w innych wersjach językowych,
w dużym druku, w alfabecie Braille'a lub w formacie audio.

Tel: 01609 532917 Email: communications@northyorks.gov.uk

Harrogate and Knaresborough Service Centre Transportation Strategy

Information sheet two: Proposed re- route, A61, Station Parade and proposed pedestrianisation of James Street and Princes Street

As part of this consultation a number of positives and negative issues have been brought to our attention in relation to the proposed re-route of the A61, Station Parade.

At present we are consulting on the scheme in principal. Should it be decided to take the scheme forward to the next stage then more detailed consultation would take place before implementation once detailed designs are available. As part of these detailed designs officers would aim to address the negative issues raised where it is feasible to do so.

Re- route A61, Station Parade

Positive	Negative
<p>Semi pedestrianisation of the area would result in a more welcome entrance to Harrogate, by removing some traffic although provision will be made for buses, taxis and servicing (unloading and loading) and would improve safety and accessibility.</p> <p>Currently on Station Parade the average, week day peak hour flow is 1,045 vehicles (between 10am-11am). Approximately 700 of these vehicles are private cars and as a worst case could therefore be assumed to divert onto alternative routes. Traffic flow would therefore reduce by approximately 2/3 on Station Parade.</p>	<p>Displacement of some of the existing traffic from Station Parade on to other parts of the local network. Initial analysis suggests approximately 700 private cars would be diverted onto the network. Further detailed modelling work is required to accurately determine where these vehicles are re routed to. However flows will increase on routes such as Bower Road and Cheltenham Mount.</p> <p>Currently on Bower Road the average two-way, week day peak hour flow is 1149 vehicles (between 4pm-5pm). 456 of these vehicles are travelling east bound and 693 of these vehicles are travelling west bound (the current proposals include restricting west bound traffic to allow buses, taxis and servicing only)</p>

<p>Improve 'gateway' arrival points for those using public transport bus/rail/taxi by reducing severance of 'gateway' from the town shopping area.</p> <p>An area currently with narrow footway and a busy roadway, would benefit from pedestrianisation, providing traffic free shopping experience.</p> <p>Provides the opportunity to bring forward development proposals on land at Station Parade further enhancing the local economy.</p> <p>It is envisaged that car parking will remain on Cheltenham Mount and Cheltenham Parade.</p>	<p>Impact on the residential streets in the area. Possible increase in 'rat-running' along some residential streets.</p> <p>A number of people feel the scheme would increase congestion on Wetherby Road, Skipton Road and Leeds Road.</p> <p>Pedestrian crossings would need to be considered on Cheltenham and Bower Road.</p> <p>Concerns Regarding the height of the Railway bridge on Bower Road which may require the re-routing of some heavy goods vehicles onto the Leeds, Skipton and Wetherby Road.</p>
--	---

Pedestrianisation of St James Street and Princes Street

Positive	Negative
<p>It is thought that the removal of vehicles from this area would improve the shopping experience of shoppers.</p>	<p>There could be a potential loss of approximately 50 spaces on St James Street and 19 spaces on Princes Street.¹</p>
<p>Reduce noise and emissions from vehicles</p>	<p>Potential loss of 'passing trade'</p>
<p>Pedestrian safety Improvements</p>	<p>Displacement of traffic onto other routes.</p>
<p>Improved Pedestrian environment</p>	<p>Displacement of parking onto other streets</p>

Notes:

¹ Further detailed design work will be required, as part of this the offset of any parking from the pedestrianised areas would need to be carefully considered. There might be the semi-pedestrianisation of these streets or pedestrianisation of one of these streets. Disabled parking facilities would be considered and if such facilities were moved they would not be displaced far from their original location.



Harrogate and Knaresborough Service Centre Transportation Strategy

Consultation 15th March- 16th May 2011

Q1- What are the key stages of the Service Centre Transportation Strategy?

A – Stage 1- Data Collection

Schemes were identified from North Yorkshire County Council's existing Reserve List of Integrated Transport Capital Schemes and Safe Routes to School schemes as well as existing strategies such as the Harrogate and Knaresborough Integrated Transport Strategy and Cycling Implementation Plan.

Identified schemes were assessed by the Harrogate Service Centre Transportation Strategy (SCTS) Officer team. Membership of the Officer team included representatives from Harrogate Borough Planning team, North Yorkshire County Council's (NYCCs) Highways Area Office, representatives from NYCC's Integrated Passenger Transport, Public Rights of Way and Road Safety teams. Representatives from the Emergency services were also involved.

Stage 2- Stakeholder Consultation

Key Stakeholders within the study area were included in a wider consultation exercise. This involved representatives from local schools, local community groups, charity organisations, local action groups, parish councils and local County Councillors and Borough Councillors. Stakeholders were provided with an overview of the SCTS and the proposed schemes to be considered as part of the process. In addition, they were invited to put forward their top 5 priorities for improving infrastructure in the study area.

Stage 3- Analysis and Development of Options

Following the Stakeholder consultation the Harrogate SCTS officer team met again to discuss the issues raised through the consultation. The team developed a list of possible schemes to take forward, based on practical feasibility and costs.

Stage 4- Option Assessment and Prioritisation Scheme

Proposed schemes were assessed by engineers in terms of their feasibility and costs. They were also measured against the Priorities for Local Transport Plan 2 which included Accessibility, Safety,

Congestion, Environment, Quality of Life and Efficiency. These objectives and scheme prioritisation were approved by the County Council members as part of the Local Transport Plan (LTP2) in 2005/6. For further details of the LTP2 please visit the website www.northyorks.gov.uk/LTP

Stage 5- Public Consultation

The views of the public are important as they help to ensure that the most acceptable solutions are put in place to tackle the transportation issues identified in the study area. The above stages have allowed NYCC officers to develop a list of schemes that we feel would be deliverable in terms of costs and practical measures on the ground. The schemes presented in the consultation are ideas in principle. The final stage of the process is now gaining an understanding of the views of the public.

Q2- Where did Initiative A (A61 Re Route) originate from and what are its aims?

A-The scheme was originally developed by consultants who were commissioned by Harrogate Borough Council and NYCC as part of wider discussions on town centre issues. The A61 on Station Parade is a busy road and is considered by some to be a barrier between the bus/rail stations and the town centre. The aim of the proposal is to facilitate movement between the two public transport stations and the main shopping centre of Harrogate by removing through traffic from Station Parade and creating a more commercially viable and attractive 'gateway' development site. Station Parade would still be accessible to buses, taxis, servicing vehicles (unloading and loading) and the Little Red Bus.

The future implementation of a comprehensive redevelopment of a key town centre site on Station Parade was also a factor.

Harrogate Borough Council in partnership with North Yorkshire County Council, Network Rail and Northern Rail had commissioned consultants to prepare a development brief for land at Station Parade. A public consultation on a draft brief was undertaken in August/September 2004 and as a result the brief was revised and adopted as Supplementary Planning Guidance in May 2005 by Harrogate Borough Council. This document can be found at www.harrogate.gov.uk/Documents/DS-P-LandAtStationParade_CompleteIncComments.pdf

The area between the bus and rail stations on Station Parade is a key site in Harrogate Town Centre which has been the subject of development discussions and planning applications for many years, but a comprehensive development scheme has failed to materialise. The brief includes an indicative scheme identifying one method by which the site could be developed in a comprehensive and viable way. The main objectives for the development of the site are to:

- Create a commercially viable development, recognising that as a town centre site there is potential for a vibrant mix of uses. (Site allocated for a mix of uses in the Harrogate District Local Plan)
- Visual improvement and enhancement of a key town centre gateway site within the conservation area.
- Improvements to public transport facilities including better integration between bus, rail, taxi, walking, cycling, disabled access and car parking.
- Incorporation of the footbridge and other pedestrian links into the development proposals.

Further work and discussion in relation to the development of this site indicated that the re routing of the A61 would also significantly assist the achievement of these key objectives, and in addition would enable bus transport improvements.

Q3- What is the Harrogate Traffic Model and how has it been used to assess the impact of the suggested Re- route of the A61?

- A-** North Yorkshire County Council and Harrogate Borough Council worked in partnership to develop a traffic model for Harrogate and Knaresborough, which was completed in April 2010. This traffic model is being used to test potential development options for Harrogate Borough Council's emerging sites and policies development plan document.

Consultants have been commissioned to undertake assessments detailing the impacts associated with the proposed A61 re-route scheme. Results suggest that re-routing of the traffic in Harrogate has no obvious detrimental effect on any links on the existing transport network. It also demonstrated a positive impact on junctions in future scenarios.

Q4- How will the suggestion to pedestrianise parts of the town centre affect parking in the town?

- A-** Further detailed design work will be required, as part of this the offset of any parking from the pedestrianised areas would need to be carefully considered. Disabled parking facilities would be considered and if such facilities were moved they would not be displaced far from their original location.

Hopefully this extra information has helped provide more of an insight into the Service Centre Transportation Strategy process and the A61 Re-route proposal.

Please take the time to complete a reply form and return it to Special Projects Group, Business and Environmental Services, NYCC, County Hall, Racecourse Lane, Northallerton, North Yorkshire DL7 8AH or complete a form online at www.northyorks.gov.uk/harrogatetransport

Summary of Letters Received

CONTACT	DATE RAISED	RESPONSE	ISSUES RAISED
Organisation			
Names Cotte Transport Planning Behalf of Asda Bower Road	4/5	N/A	Re-route <ul style="list-style-type: none"> Request that they are consulted further when detailed designs are available – to understand the implications of traffic movement on local network and their store.
Shop owner Commercial Street (Classical & Jazz CDs 22)	4/3	24/3	Consultation <ul style="list-style-type: none"> Enquiry re consultation process Concern about loss of parking Lower business rates
Harrogate CVS East Parade	13/5	N/A	Re-route <ul style="list-style-type: none"> Would like to ensure that accessibility and parking for disabled is enhanced in the town centre Currently have difficulty in accessing pedestrianised areas in Harrogate
McCormicks Solicitors East Parade	3/5	N/A	Re-route Objection <ul style="list-style-type: none"> A61 Station Parade is not a barrier. It brings people to the town centre and lets them see the facilities that are available. Seeing parking facilities in each reach attracts shoppers. Five pedestrian crossings from bottom of Station Parade to Victoria Avenue and a pedestrian footbridge Concern re residential properties on Cheltenham Mount and East Parade – increased congestion and traffic noise Large vehicles will find it difficult to negotiate Cheltenham Mount and railway bridge Public safety

			<ul style="list-style-type: none"> • East Parade already very busy – concern for elderly residents on East Parade • Pedestrianisation of James Street and Prince's Street – damage interests of town centre retailers, restaurants and offices. Vital town centre parking here
Society for Blind East Parade	7/4	9/5	Re-route <ul style="list-style-type: none"> • Would provision be made for visually impaired? • Concern re more traffic on East Parade • Concern re safety issues and congestion • Would current pedestrian crossings remain?
Cemberley Hotel King's Road	2/4	5/5	Strawberry Dale <ul style="list-style-type: none"> • Objects to proposal • Affects access to car park – rear • Residents would need to re-route journey • Lower property values
In commercial estates building near station	21/4	4/5	Re-route <ul style="list-style-type: none"> • Concerns re access to private car park from Station Parade • Objects to scheme
Jesper's Stationery Shop Harrogate	4/4	4/4	Re-route <ul style="list-style-type: none"> • Objects to re-route • Compromises quality of life for residents and business • Station Parade – no issue of congestion • Proposals restrict visitors being exposed to town centre • Appreciates need to improve interchanges but doesn't need to remove traffic from Station Parade • Objects to pedestrianisation of James Street and Prince's Street • Loss of short-stay parking and quality shop windows for visitors • Pedestrianisation of Oxford Street has not worked

Crown Jewellers Harrogate Town Centre	28/3	25/4	Requests further information – Re-route <ul style="list-style-type: none"> • Requests further information – SCTS process • Feels re-route scheme would be imposed on them without views heard (see press releases – comments and concerns)
Harrogate Civic Society	26/4	N/A	Re-route Objection <ul style="list-style-type: none"> • Proposed route is longer – traffic would be delayed with new sets of traffic lights • Higher emissions • Pedestrianisation of James Street and Prince's Street would exacerbate traffic flow problems • Concerns for the residential area of Cheltenham Mount adversely affected • Harrogate conservation area would not be preserved or enhanced as part of this problem
Killinghall Parish Council	13/4	18/5	Re-route <ul style="list-style-type: none"> • A61 re-route non-starter Suggested <ul style="list-style-type: none"> • Alternative route (although details not provided) Penny Pot Crossing <ul style="list-style-type: none"> • In favour of proposal
Residents			
Addresses Almsford Oval	19/3	7/4	Objects to Re-route <ul style="list-style-type: none"> • Introduction of N bypass suggested • Would like to see two-way traffic on Parliament Street and West Park • Does not want to see proposed re-route in place • Concerns re traffic lights – junction Leeds Road/Hookstone Road – insufficient time for right-turning traffic
Birch	26/4	18/5	Re-route <ul style="list-style-type: none"> • Lorries can't get under bridge • Skipton Road can't cope with increase in traffic Suggestion <ul style="list-style-type: none"> • Northern bypass

Chapman Square	6/4	9/5	Re-route <ul style="list-style-type: none"> • Objects to re-route • Traffic havoc, delays and confusion
Chatsworth Place	30/3	7/4	Re-route <ul style="list-style-type: none"> • Objects to re-route • Current system works well • More congestion • Developers only beneficiary
Cheltenham Mount	27/4	N/A	Re-route Objection <ul style="list-style-type: none"> • Effect upon residents • Precinct isn't required – sufficient facilities, shops and offices in the town • Concern re loss of parking spaces • Concerns for pedestrian safety – Cheltenham Mount • Additional pedestrian crossings would not be present for those living in the area • Bridge – problem for high vehicles • Consider flats – occupied by elderly
Cheltenham Mount	26/4	18/5	Re-route Opposition <ul style="list-style-type: none"> • Negative impact on residents • Traffic flowing well currently along Cheltenham Parade/Station Parade • Pedestrianisation would badly affect business in that area and wider • Parking spaces (much needed) would be removed • Negative effects on house prices and life quality on Cheltenham Mount • Increase in traffic volume causes health and safety issues
Cheltenham Mount	14/4	17/5	Re-route – against <ul style="list-style-type: none"> • Cheltenham Mount would become more dangerous and less pleasant for shoppers and residents • Concerns re loss of parking

Cheltenham Mount	13/4	16/5	Re-route <ul style="list-style-type: none"> Concerned that very noisy, two-lane, one-way road would be outside her house Road – Cheltenham Mount – isn't built to withstand high volumes of traffic, and the houses would suffer having large vehicles come past Parking concerns
Cheltenham Mount	9/5	N/A	Re-route Objection <ul style="list-style-type: none"> Traffic problem isn't town centre, it's roads leading through Harrogate: Wetherby Road, Leeds Road, Knaresborough Road, Ripon Road, and Skipton Road
Dragon Parade	6/4	9/5	Re-route <ul style="list-style-type: none"> Objects to re-route Replacing East Parade roundabouts More gridlock Would not help already congested roads Spend money elsewhere
Dragon Parade	12/5	N/A	Re-route Objection <ul style="list-style-type: none"> Traffic in Harrogate town centre flows with ease at the moment Current problems on Dragon Parade as people use it as a short cut from town centre to A59 Suggestion <ul style="list-style-type: none"> Installation of speed bumps – desirable to improve road safety of Dragon Road
Duchy Road	28/3	7/4	Re-route <ul style="list-style-type: none"> Existing system works Waste of money Sufficient pedestrian precincts (possibly too many) Additional traffic onto A6040 – negative Station Parade appears to be negotiable Development on Station Parade shouldn't require expensive re-route

Duchy Road	31/3	7/4	<p>Re-route</p> <ul style="list-style-type: none"> • Does NOT support re-route • Would benefit no one except developers • Don't need further shops – number of properties remain empty • Would create traffic jams and congestion <p>Suggestion</p> <ul style="list-style-type: none"> • Tackle congestion on Skipton Road/Wetherby Road • Currently HGVs use Duchy Road as short cut
Duchy Road	$\frac{3}{4}$	7/4	<p>Re-route</p> <ul style="list-style-type: none"> • Objects to re-route • Circuitous route with four sharp turns, two traffic lights and two residential roads at Asda entrance • Under low bridge • Station Parade isn't a barrier • Already too many roads not available to traffic • Need bypass and inner ring road <p>Park & Ride</p> <ul style="list-style-type: none"> • May provide partial solution
Fieldway	11/4	12/5	<p>Object to Re-route</p> <ul style="list-style-type: none"> • Narrow roads • Residential property • Railway bridge makes route not feasible • Would cause congestion especially East Parade/Bower Road and Odeon roundabout • Pedestrianisation is not ideal if buses and taxis still use it <p>Strawberry Dale</p> <ul style="list-style-type: none"> • Make this one-way – would stop current congestion
Granville Road	24/4	N/A	<p>Objection to Re-route</p> <ul style="list-style-type: none"> • Proposed route is much longer than present

			<ul style="list-style-type: none"> • Introducing traffic lights at either end of East Parade would increase journey time • Would contribute to congestion of surrounding area • Access to Asda more difficult • Drivers would consider alternative routes • Three public car parks would be more difficult to access • Elderly apartment blocks would suffer from more noise, pollution and disturbance • Significant loss of on-street parking • Quality of life of at least 100 householders would diminish
Granville Road	24/3	3/5	<p>Re-route</p> <ul style="list-style-type: none"> • Objection to re-route • Doesn't consider residents and trades • Concerns re loss of parking on Cheltenham Mount • Cheltenham Mount one-way – introduces faster, noisier, polluting traffic to Bower Road • Difficult for visitors/disabled to cross • Scheme would cause fatalities • Servicing premises would be restricted, sending people on a circuitous route to get back to Granville Road • Pedestrianisation would cause unsociable behaviour • Would need to drive through seven traffic lights – East Parade, Station Bridge, Victoria Avenue, West Park, Parliament Street, King's Road – to get back to Granville Road from Asda • Cheltenham Parade – removal of shopper parking • Franklin & Mayfield residents would need to use Skipton Road • Use money to maintain road surfaces <p>Suggests</p> <ul style="list-style-type: none"> • Pedestrian lights made more responsive to pedestrians • Signs of access only Cheltenham Crescent
Harcourt Drive	29/4	N/A	<p>Suggestion</p> <ul style="list-style-type: none"> • Pavement on Harcourt Drive needs addressing • Traffic speeding issue on Harcourt Drive
Kent Road	31/3	7/4	<p>Re-route</p> <ul style="list-style-type: none"> • Does not support re-route • Would promote traffic chaos

			<ul style="list-style-type: none"> • Bower Road – constantly would be interrupted by Asda traffic • Once through underpass the return is impossible – circuitous route • Higher exhaust emissions
Kent Road	13/5	N/A	<p>Re-route</p> <ul style="list-style-type: none"> • Spend money on maintaining roads • Heavy cost • Unnecessary retail outlets when town already has empty shops • Bus and rail station are already adjacent to each other – area could be “cheaply” tidied up • Station Parade would still have taxis and buses perhaps making it more dangerous – pedestrians will not expect vehicles • Station Parade is safe • Push traffic out to another area
Kingsway	10/5	10/5	<p>Re-route</p> <ul style="list-style-type: none"> • Objects to re-route • A61 Station Parade isn't a barrier • No problem crossing road • East Parade mainly residential, also centre for blind and hyper club – not appropriate to divert traffic here • Congestion at the East Parade/Victoria lights • Replacing East Parade roundabouts to traffic lights removes greenery – would cause traffic chaos • More pollution, moving traffic noise and fumes from commercial to residential • Pedestrianised areas become desolate in the evening, intimidating, encouraging antisocial behaviour • James Street and Prince's Street have very slow-moving traffic • Cars are lifeblood of a town • Nelson, Lancashire case study – pedestrianisation didn't work • Feels plan is a “sweetener” for development of flats/shops/offices <p>Suggests</p> <ul style="list-style-type: none"> • Make Parliament Street two-way again • Remove lights on Skipton Road • Sort out Wetherby Road near tip/Sainsbury's • Look at Starbeck crossing

			<ul style="list-style-type: none"> • More rail stops Scheme D & E <ul style="list-style-type: none"> • Disagrees, strongly
Kirby Overblow	6/5	N/A	Re-route Objection <ul style="list-style-type: none"> • Affect number of people driving to Harrogate to visit shops, restaurants and other facilities • Difficult to park
Kirby Overblow	5/5	N/A	Re-route Objection <ul style="list-style-type: none"> • Probable lack of access to main shopping areas and restricted car parking
Leeds Road	28/3	28/3	Consultation <ul style="list-style-type: none"> • Requests questionnaires x3)
Lime Street	30/3	7/4	Re-route Suggestion <ul style="list-style-type: none"> • Does not support re-route • Suggests Parliament Street and West Park two-way • Ring road required Strawberry Dale <ul style="list-style-type: none"> • Does not agree with contra-flow cycle lane
Mill Gate			Cheltenham Parade and Station Parade Re-route Suggestion <ul style="list-style-type: none"> • Remove crossing by Wildcats and enhance those at the theatre • Concerned about large vehicles travelling along residential streets • New pelicans will be needed – Cheltenham Mount and Bower Road • Concern re height of bridge • Concerned re increased congestion on Parliament Street • Creation of large retail outlets not required – harmful effects on shops
Mount Gardens	6/5	N/A	Re-route Objection Suggestion <ul style="list-style-type: none"> • Return West Park to two-way working and one-way direction of Parliament Street, reversed to accommodate vehicles going south, north-bound continuing to use one-way route down Montpellier Hill
Pendragon Way	5/4	9/5	Re-route <ul style="list-style-type: none"> • Objects to re-route • Current system fine • Congestion would increase on Leeds, Wetherby, Skipton Road • Rat running into residential areas

			<ul style="list-style-type: none"> • Scheme would not be in keeping with character of town • Existing business would suffer – priced out of area • Money redirected elsewhere
Roseway	19/3	7/4	Re-route <ul style="list-style-type: none"> • Questionnaires don't have comment box – how can NYCC gain public views? • Proposed route goes through residential areas, past busy entrance/exit to Asda – increasing difficulty for pedestrian access • Assumes parking on Cheltenham Mount would go • Low level bridge • Traffic lights slow traffic down • Residential property prices would go down • Traffic noise would go up • Chaos • Hope it's not initiative from developers
Roseville Drive	1/4	4/5	Consultation <ul style="list-style-type: none"> • Requests more information
Rossett Park	18/4	19/5	Re-route <ul style="list-style-type: none"> • Proposals do not go far enough to achieve aims of congestion, improved health, reduce CO² emissions
Rutland Drive	26/4	N/A	Re-route Objection
Valley Mount	24/3	7/4	Re-route Suggestion <ul style="list-style-type: none"> • Build a ring road • Objects to re-route proposal
West End Avenue	4/4	6/5	Re-route <ul style="list-style-type: none"> • Circuitous route • Objects to re-route • Concern re development implications • Currently number of vacant shops/offices Park & Ride <ul style="list-style-type: none"> • Does not want park and ride • Wants to park outside shops
Wheatlands Road East	31/3	11/5	Object to Re-route <ul style="list-style-type: none"> • More fuel emissions

			<ul style="list-style-type: none"> • One-way traffic on Bower Road would cause problems for local traffic and residents • Cost of installing traffic lights and other street furniture • Bus and train already next to each other • Pedestrianisation leads to car parking loss, displacing parking to residential areas • Access to town centre shops would be more difficult
N/A	25/3	28/3	Consultation <ul style="list-style-type: none"> • Concern re lack of information to residents
N/A	19/3	28/3	Consultation/Re-route <ul style="list-style-type: none"> • Consultation response form poor • No attempt to improve sustainable transport • Supports concept of bus/rail integration but concerned about traffic chaos 'clogging up' Bower Road, East Parade and Station Bridge
N/A	1/4	5/4	Consultation <ul style="list-style-type: none"> • Requests questionnaires (30)
N/A	24/3	N/A	Re-route Suggestions <ul style="list-style-type: none"> • Re-route HGVs – Skipton Road too busy already • Make Parliament Street two-way
N/A	28/4	28/4 (Cllr Dadd)	Re-route <ul style="list-style-type: none"> • Strong objection to re-route • Effect on residents • Does not need more shops and offices • Potential loss of 20 cars on Cheltenham Parade • Safety concerns – pedestrians crossing Cheltenham Mount • More pedestrian crossings not wanted by residents and would stop/start flow of traffic all day • Low bridge • Elderly flats Bower Road/East Parade affected • Higher noise pollution • Higher emissions
N/A	28/3	20/4	Consultation <ul style="list-style-type: none"> • Requesting details of SCTS process
N/A	12/5	N/A	Re-route – Suggestion

			<ul style="list-style-type: none"> • Reintroduce two-way – West Park/Parliament Street
N/A	13/5	N/A	Re-route <ul style="list-style-type: none"> • No identifiable benefit to scheme • Longer journey times • Greater inconvenience for those who wish to access stations • Pedestrianisation can be beneficial where there is a natural pedestrian zone.
N/A	12/5	N/A	Re-route <ul style="list-style-type: none"> • Add to traffic congestion along East Parade and make it particularly difficult for vehicles to access and egress private parking spaces at the railway station • Encouraging pedestrians away from the central core/shopping district of the town, having a detrimental effect on existing businesses in town centre
N/A	7/4	7/4	Re-route <ul style="list-style-type: none"> • Waste public money • Two roundabouts on East Parade work well • Traffic would be clogging up Strawberry Dale <ul style="list-style-type: none"> • No need for cycle lane • Good idea to make one-way Park & Ride <ul style="list-style-type: none"> • Where would it go? • Spend money on road repairs
N/A	24/3	7/4	Re-route <ul style="list-style-type: none"> • Roads too narrow for proposed scheme • Residents would have nowhere to park • Increase in noise and pollution and danger • Suggests Parliament Street two-way from King's Road • Cost of scheme concerns him
N/A	11/5	N/A	Re-route – Opposition <ul style="list-style-type: none"> • A61 is not a barrier to town • No problem crossing road • Effects on residential (elderly) flats on East Parade • Likely congestion at lights on East Parade/railway car park • Asda exit onto Bower Road would cause problems

			<ul style="list-style-type: none"> • Loss of greenery on roundabouts to traffic lights • Increased pollution • Semi-pedestrian areas can be undesirable on an evening and often made to feel unsafe due to congregation of 'undesirables' • James Street and Prince's Street have slow-moving traffic – no safety issues • If people are forced to park and drive out of town they may not bother coming in • Concern re parking loss • Concerns about developments in town centre and lack of information regarding this
N/A	13/5	N/A	<p>York Road Pedestrian Refuge</p> <ul style="list-style-type: none"> • Against this proposal – feels this is dangerous, making it difficult to see turning traffic in both directions
N/A	4/5	N/A	<p>Re-route Objection</p> <ul style="list-style-type: none"> • Objects to re-route <p>Suggestion</p> <ul style="list-style-type: none"> • Northern bypass with park and ride
N/A	4/5	N/A	<p>Re-route Objection</p> <ul style="list-style-type: none"> • Money better spent – park and ride • No benefit to local residents or motorists • Congestion would increase on Skipton Road • Semi-pedestrianisation to Station Parade would make little difference • Cheltenham Mount is too narrow • Traffic lights on East Parade not an improvement • Agrees to pedestrianisation of James Street and Prince's Street but concerned re lack of parking • Increased pollution
N/A	22/4	N/A	<p>Re-route Objection</p> <ul style="list-style-type: none"> • Proposed route not suitable for taking the volume of extra traffic • Safety concerns on surrounding streets • Loss of parking • An increased use of B6161 • Doesn't feel Station Parade is unsafe <p>Suggestion</p> <ul style="list-style-type: none"> • Reversal of traffic flow on Albert Street would allow traffic going west to east to the town centre, a direct route, and fewer problems on James Street

N/A	26/4	N/A	Re-route <ul style="list-style-type: none"> • Raises a number of queries – would money spent on this project delay or jeopardise saving bigger problems?
N/A	18/4	19/5	Re-route <ul style="list-style-type: none"> • Would require more pedestrian traffic lights • For residents living on Cheltenham Mount a shopping trip to Asda would require a long journey home, via Skipton Road or travelling up through town to Victoria Avenue and back down again • Traffic would tail back down Ripon Road past Jennyfield junction leading to gridlock • Concern re bridge height – Bower Road • Does not agree with proposals to pedestrianise James Street/Prince's Street – it isn't difficult to cross these roads
N/A	11/4	11/4	Pedestrianisation <ul style="list-style-type: none"> • In favour of pedestrianisation of as much of the town centre as possible • Traders shouldn't fear pedestrianisation Suggestion <ul style="list-style-type: none"> • Harrogate needs ring road Park & Ride <ul style="list-style-type: none"> • Adequate provision of park and ride facilities and disabled access
N/A	11/4	12/5	Re-route Objection <ul style="list-style-type: none"> • Would cause congestion, especially at roundabout – junction of East Parade and Bower Road and Odeon • Proposal includes making middle section of Station Parade a pedestrianised area – not great as it will still be used by buses and taxis Strawberry Dale <ul style="list-style-type: none"> • Proposal to make Strawberry Dale one-way would stop current congestion
N/A	26/4	4/5	Consultation <ul style="list-style-type: none"> • Requests leaflet/questionnaire
N/A	22/3	25/3	Consultation <ul style="list-style-type: none"> • Requests stages of SCTS consultation • How would the re-route reduce congestion?
N/A	30/3	26/4	Requests further information – Re-route <ul style="list-style-type: none"> • Request for information and research prior to decision to taking scheme to public consultation

N/A	25/3	26/4	Requests further information – Re-route <ul style="list-style-type: none"> • Requests further information and background to re-route
N/A	19/3	N/A	Consultation <ul style="list-style-type: none"> • Lack of info on re-route plan • Doubts Harrogate can sustain more town centre development
N/A	21-24/3 2/4 4/5	13/5	Objects to Re-route <ul style="list-style-type: none"> • Raises concerns about the SCTS process and consultation – door-to-door leaflets needed. • Does not feel A61 is a barrier • Consideration needs to be given to all residents on the proposed route and on strategic routes • Concerns regarding loss of parking on re-route and pedestrianised areas • Harrogate does not need additional retail premises • Divert money to maintenance in the town centre • Harrogate is short of affordable housing – perhaps town centre redevelopment could be used to address this • Increase in congestion • Concern re increase in pedestrian crossings and traffic lights along the re-route
N/A	15/4	15/4	Re-route <ul style="list-style-type: none"> • Not needed • No serious road safety problem • No major congestion • Running the Safer Leeds Road Campaign (Leeds Road/Leadhall Lane/Hookstone Road junction)
N/A	11/4	12/5	Objection to Ring Road Suggestion <ul style="list-style-type: none"> • In favour of pedestrianising most of town centre • Traders shouldn't fear pedestrianisation – it creates a safer/more pleasing shopping experience and attracts visitors Park & Ride <ul style="list-style-type: none"> • Supports need for park and ride
N/A	19/4	N/A	Re-route <ul style="list-style-type: none"> • Objects to re-route

Cllr Andrew Jones' consultation responses			
East Parade	N/A	N/A	Re-route <ul style="list-style-type: none"> • Proposals would be dangerous and confusing. • The blind centre is situated on East Parade, it would be dangerous to those accessing the centre • Increase in noise. • Difficulty in selling property on.
Harcourt Drive	N/A	N/A	Re-route <ul style="list-style-type: none"> • This would lead to accidents • Cost can not be justified in this economical climate • Harcourt drive is already a 'rat-run' it is felt this proposal would make t worse.
Hayra Drive	N/A	N/A	Re-route <ul style="list-style-type: none"> • A good deal of traffic already experienced on Bower Road. • Feels it would affect living standards and possibly health • Chaos when the traffic meets at Station Bridge. Suggestion <ul style="list-style-type: none"> • Open up West Park and Parliament Street to two way traffic
Haywra Court	N/A	N/A	Re-route <ul style="list-style-type: none"> • Does not want any more traffic on East Parade. Money could be better spent in this economic climate.
Kingsway Drive	N/A	N/A	Re-route <ul style="list-style-type: none"> • Opposed • Bower Street already busy and awkward • Concerns over safety of school children using East Parade • Waste of money Pedestrianisation James Street and Princes Street <ul style="list-style-type: none"> • Though a lot of parking would be lost- agrees with the scheme.

Park View	N/A	N/A	Re-route <ul style="list-style-type: none"> • Plan would spoil residential streets • Parking for residents would be under pressure
Woodside	N/A	N/A	Re-route <ul style="list-style-type: none"> • Would have a negative effect on the residential area. Pedestrianisation James Street and Princes Street <ul style="list-style-type: none"> • Unnecessary change. • Feels the money would be better spent on repairing the present deteriorating road surface.
Woodside	N/A	N/A	Re-route <ul style="list-style-type: none"> • Not in favour of the proposal

Appendix 4

During the option development phase of the SCTS, a number of schemes were considered which were deemed to be undeliverable as part of the SCTS or would not resolve the issues identified. These were as follows:

Scheme: Highway Improvement Scheme

Location: Wetherby Road/Wayside Crescent Junction

Cost: £20,000

Score: 41.21

Justification: Implementation difficult due to limited highway space available.

Scheme: Traffic Calming

Location: Forest Moor Road

Cost: £101,000

Score: 32.02

Justification: Speed limit has recently been reduced in this area. A number of the stakeholders felt pedestrian islands were not required here (accidents along this road were only slights), however further investigation would be required at the Union junction as a number of people raised concerns in this location. The Road Safety Team is investigating this junction further.

Scheme: Skipton Rd/Claro Rd Junc Imp- Harrogate

Location: A59

Cost: £85,760

Score: 31.69

Justification: Insufficient space on the highway and would involve encroaching onto 'The Stray' land.

Scheme: Wetherby Road, Little Ribston - New Footway Link

Location: Little Ribston, B6164

Cost: £50,000

Score: 22.76

Justification: The scheme does not meet the appropriate LTP2 objectives.

Scheme: Speed issues and 'rat running' to the A1.

Location: Harrogate Rd/Deighton Rd/Ribston Rd, Spofforth Spofforth

Cost: £21,440

Score: 16.54

Justification: There is no evidence of speed issues at present, this needs to be considered further as a detailed package, taking into consideration all possible routes.

Scheme: Puffin Crossing

Location: Church Row, Beckwithshaw

Cost: £80,000

Score: 19.56

Justification: The scheme does not meet the appropriate LTP2 objectives.

Scheme: Vehicle Activated signs

Location: Forest Moor Road, Calcutt, Knaresborough

Cost: N/A

Score: N/A

Justification: Speed limit has recently been reduced in this area. A number of the stakeholders felt pedestrian islands were not required here (accidents along this road were only slights), however further investigation would be required at the Union junction as a number of people raised concerns in this location. The Road Safety Team is investigating this junction further.

Scheme: Request for a central traffic island where bridleway crosses bypass.

Location: Bridleway in Birkham Woods, A658 bypass.

Cost: N/A

Score: N/A

Justification: This can be addressed through appropriate signage therefore will be an area action.