

## TRAFFIC TO / FROM HARROGATE'S WESTERN ARC

### NYCC HARROGATE AND KNARESBOROUGH CONSTITUENCY MEETING: 12<sup>th</sup> October 2022

Thank you for your email of 12 October and apologies for the delay in replying (*as written by NYCC Officer*).

Please find below my draft minute of the meeting of Harrogate and Knaresborough Area Constituency Committee held on 12 October. This draft minute refers to an "Appendix D" document and a copy of that document is attached to this email (*included within this document*). The reply which the officers gave to your statement at the Committee's meeting is included in the "Appendix D" document.

The Committee's referral of your statement to NYCC's Executive will be included in a report "Area Committee Feedback" to the meeting of the Executive to be held on 8 November. I, and various other Democratic Services colleagues, will be drafting the report to the Executive very soon. I plan to attach the "Appendix D" document appended to this email to the draft report to the Executive, although it will have some different appendix lettering.

Meetings of NYCC's Executive are also live-broadcast and are available to view on the County Council's website at [www.northyorks.gov.uk/livemeetings](http://www.northyorks.gov.uk/livemeetings). I shall be emailing Harrogate Borough Council shortly about the Committee's referral of your statement to them.

#### **Pannal and Burn Bridge Parish Council**

Parish Councillor Howard West, on behalf of Pannal and Burn Bridge Parish Council, made a statement asking what had happened to the costed and detailed plan for traffic on the west of Harrogate to cope with the housing developments and projected employment sites in the west of Harrogate. The Parish Council also asked for the Maltkin survey to be shelved until the matters regarding the lanes and former cart tracks to the west of Harrogate had been solved. Louise Neale (Team Leader Transport Planning, Highways and Transportation) responded. Parish Councillor Howard West asked a supplementary question, to which Allan McVeigh (Head of Network Strategy, Highways and Transportation) responded. The full statement, supplementary question, and the responses provided by officers, are set out at Appendix D to these minutes.

A Committee Member proposed referring, to the County Council's Executive, the statement of Pannal and Burn Bridge Parish Council, together with the response provided by officers, in order to obtain a clear policy from the Executive about its view concerning the urban expansion to the west of Harrogate. The motion was seconded.

A Member who supported the motion commented that he was intrigued about the Parish Council's request to shelve the Maltkiln survey and he was interested to hear what the Executive said about that. Another Member questioned whether that request was being referred to the wrong organisation because he understood that the Maltkiln survey was a Harrogate Borough Council planning consultation. Following discussion, the proposer of the motion agreed to amend his motion to refer the Parish Council's statement, together with the response provided by officers, to both the County Council's Executive and to Harrogate Borough Council. A vote was taken, and it was Resolved –

*That Pannal and Burn Bridge Parish Council's statement, together with the response provided by officers, be referred to both the County Council's Executive and to Harrogate Borough Council.*

*Statement from Pannal and Burn Bridge Parish Council for Harrogate and Knaresborough Area Constituency Committee - Wednesday 12 October 2022  
at 10.00AM*

Relating to item 7 on the agenda, Pannal and Burn Bridge Parish Council wish to make the following comments:

*"For the first time, to our knowledge, (HTIP recap 3.3) reference has been made in the public domain to the plight of Pannal and Burn Bridge relating to the explosion of housing and projected employment sites to the west of Harrogate. It is amazing that, despite our making NYCC aware of this prior to 2019, there is at last some recognition and realisation that, apart from tinkering at the edges, nothing of significance has been planned to mitigate what will*

be gridlock in Harrogate's Western Arc.

We believed that all relevant factors were taken into account but it appears the wheel is being reinvented. In HTIP recap 3.1, it refers to the conclusion of the first stage of HTIP. We're still awaiting the second stakeholder meeting (promised for October) concerning the fully costed and detailed implementation plan that was missing from the West of Harrogate Parameters Plan. So how can the first stage of HTIP be complete? The Otley Road cycle path, increased bus frequency and active travel were meant to be the panacea for all ills to mitigate congestion into Harrogate. None of these plans would have any real effect on the huge increase in traffic through Pannal and Burn Bridge arising from the Western Arc developments.

Consultations with, and consultants from, developers and others seem to have delivered next to nothing since 2019. The timescales in points 4.1 to 4.4 allude to kicking the can further down the road as if there is something new and unforeseen that has arisen since 2019. There isn't anything other than what we in the Western Arc have been telling NYCC and HBC for years.

There are now so many acronyms that we have lost track of what is going on. Some clarification is needed please – HTIP (Mk 1 or 2), WHIDP, WHIDS, IDS, IDP, WoH (that's brand new for us), WHPP, etc. Does HTIP v 2 include WHIDS as it would appear to concentrate on the A61 rather than what is needed to Harrogate's west? Has the costed and detailed plan for traffic on the west of Harrogate that was promised, been shelved, delayed - once again - or incorporated into HTIP v 2 or WoH or both?

We're sure a detailed response to our comments will be provided by NYCC but, as HBC will cease to exist within a few months, has it given up the ghost with its participation with NYCC but continues with its liaison with developers? Efforts are being made to have a complete plan for Maltkiln, which is probably many years away – something that was sadly lacking for the Western Arc of Harrogate. Please shelve the Maltkiln survey until you have solved the urgent matters for what is happening now in the lanes and former cart tracks to the west of Harrogate.

We come to item 9 in the report where recommendation is made to merely "consider this update and note its content". Our recommendation is for Members to effect the equivalent of a kick up the backside (immediate action) to get meaningful results now rather than procrastination and excuses.

Howard West  
Chairman, Pannal and Burn Bridge Parish Council

Response to the statement from Pannal and Burn Bridge Parish Council from Louise Neale (Team Leader Transport Planning, Highways and Transportation):

"There are two main workstreams which are separate but very closely linked. HTIP is the Harrogate Transport Improvement Programme which is being led by NYCC as the Local Transport Authority, the focus of which is "...to improve facilities for all road users, but would particularly seek to improve provision for pedestrians and cyclists, provide bus priority to enhance the experience of using passenger transport, and also seek to tackle some of the most problematic junctions in the study area." This workstream seeks to address existing congestion issues and promote more sustainable modes of transport. Upon completion of the study work, it is anticipated that a business case will be submitted to the DfT to secure funding to deliver the works on site.

The other workstream is focussed on mitigating the impacts of the developments in the West of Harrogate urban expansion, which seeks to deliver 2500 new houses, two schools, local centres and employment land. The promoters have commissioned a transport consultant to prepare a transport study, which looks at the cumulative impact of all of the developments, as well as other committed developments in the study area and identifies junctions and links which require mitigation as a result of these developments. This work

will be funded by the developers through Section 106 contributions and delivered by the Local Highway Authority. Should the bid for funding for HTIP be unsuccessful, then there would still be an intention to deliver these improvements through the Section 106 contributions.

As such, the workstreams are separate, but intrinsically linked, and any delay in one work stream can unfortunately impact the other. Much of the relevant information is being worked up by consultants representing different development companies, plus planning officers from HBC working with our own officers to understand the assessment of highway impact and then consider potential approaches to mitigation. Due to the complexity of the planning matters involved, including the number of developers, the timelines to which they are working, and the cumulative effect of the developments overall, that work in itself has been extremely time consuming and complex, and much of the detail relevant to HTIP has only recently become available.

NYCC have engaged with an external consultant, RPS, to undertake a buildability and costing exercise on their behalf. Since the mitigation works are being constructed by the Local Highway Authority (LHA) and funded through S106 contributions, the LHA requires certainty that enough funding will be secured, and also that the proposals being brought forth by the promoters can be delivered. This workstream is also still ongoing, though good progress has been made and it is nearing its conclusion. The outcome from this work and the cumulative transport strategy will feed into the West Harrogate Infrastructure Delivery Strategy. NYCC and HBC are working closely on all West of Harrogate workstreams and this will continue after local government reorganisation.”

Supplementary Question from Pannal and Burn Bridge Parish Council:

Parish Councillor Howard West commented that there were actually 4,000 new houses, rather than 2,500 as mentioned in the response.

Parish Councillor Howard West asked where, in all the work carried out by the County Council, Borough Council and developers, was there any clarity or commitment on deliverables that would truly off-set the effects of the excessive developments proposed for the western arc of Harrogate. So far, everything the Parish Council was seeing constituted tinkering around the edges, is process driven, and lacks real solutions. Compare this with what has happened in Maltkiln. Two totally different worlds.

Allan McVeigh (Head of Network Strategy, Highways and Transportation) responded that a huge amount of work was already in progress regarding junction mitigation. This is the RPS study mentioned by Louise Neale. Officers are also pushing the process very hard in relation to Active Travel and Sustainable Transport. Proposals were coming forward which included bus service improvements too. An awful lot of work is on-going but, at the moment, it is still ‘work in progress’.