



North Yorkshire County Council

HARROGATE WALKING INFRASTRUCTURE PLAN

FINAL REPORT





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FINAL REPORT

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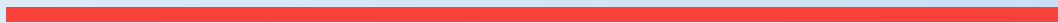
INTERNAL STAKEHOLDER WORKSHOP NOTE

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HARROGATE WALKING NETWORK PLAN

1

INTRODUCTION



1 INTRODUCTION

1.1 BACKGROUND

- 1.1.1. WSP were commissioned by North Yorkshire County Council (NYCC) to develop a Walking Infrastructure Plan for Harrogate (HWIP). The plan is intended to operate as the basis for future bid work, influence junction design and highway schemes, and guide new development and developer contributions in creating a cohesive and efficient walking network.
- 1.1.2. A Cycle Infrastructure Plan (CIP) was produced for the Harrogate and Knaresborough area in 2017–2018. This WIP is intended to be a sister document to the CIP to provide the area with a complete Local Cycling and Infrastructure Plan (LCWIP) commensurate with other towns in North Yorkshire, such as Scarborough and Selby, that have had full LCWIPs produced in the last year.
- 1.1.3. The objectives of the project are to:
 - ▮ Produce an evidence-based walking network plan;
 - ▮ Identify early network investment priorities and potential interventions; and
 - ▮ Secure stakeholder “buy-in” for the network and the investment priorities.

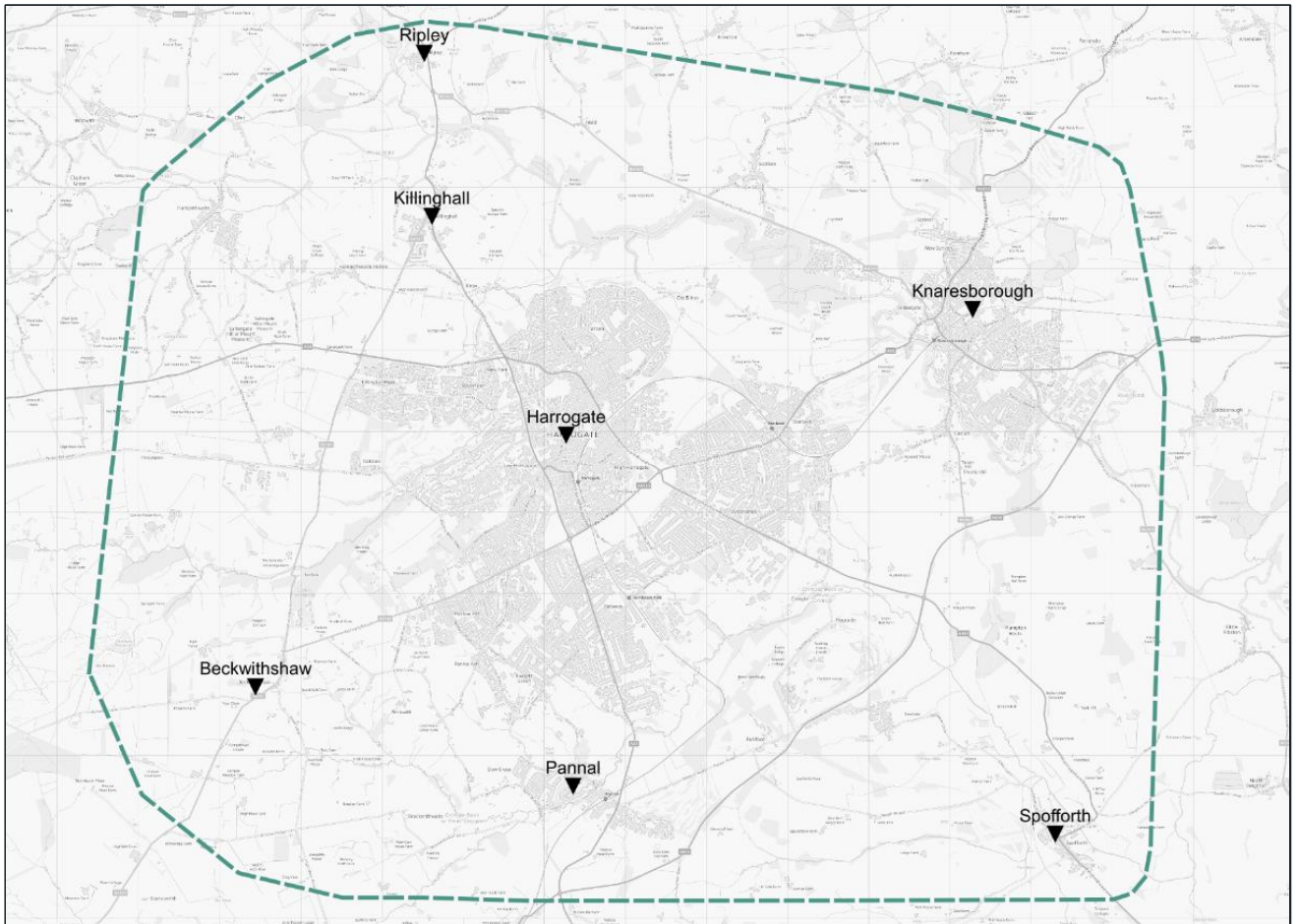
1.2 DEFINING THE STUDY AREA

- 1.2.1. North Yorkshire is a two-tier administrative area; North Yorkshire County Council are the local transport and highways authority, and Harrogate Borough Council (HBC) are the planning authority.
- 1.2.2. The towns of Harrogate and Knaresborough are in the Harrogate borough of North Yorkshire, separated by an area of green belt land. The city of Leeds lies directly south, the District of Craven to the west, and the city of York to the east.
- 1.2.3. North Yorkshire sits within the Northern Powerhouse area and is within the boundaries of the York and North Yorkshire Local Enterprise Partnership (LEP). North Yorkshire County Council (NYCC) also forms part of the Leeds City Region (LCR) economic area, (alongside the West Yorkshire metropolitan authorities, in addition to Barnsley Metropolitan Borough and the City of York councils).
- 1.2.4. Harrogate is a spa town and has several well-known visitor attractions. The town is a popular conference and events location, centred around the Harrogate Convention Centre (HCC), and is home to the annual Great Yorkshire Show. It is also the location of the Stray, a 200-acre area of green space which is protected by an Act of Parliament and to the north of the town is the Nidderdale Area of Outstanding Natural Beauty (AONB).
- 1.2.5. The towns are strategically well-placed geographically, with the A1 (M) offering excellent north-south connections for the movement of people and goods across the UK. Several other key strategic routes operate in the vicinity of the two towns, including the A59 and A61.

1.2.6. The Study Area for the Harrogate Walking Plan does not encompass the entirety of the District, and instead focuses predominantly on the urban areas of Harrogate and Knaresborough as the largest settlements in the District; the extent of the study area is defined in Figure 1-1. The Study Area also extends beyond the urban areas into the surrounding villages that rely on the services provided by the two major towns, including:

- Spofforth;
- Beckwithshaw;
- Killinghall; and
- Ripley.

Figure 1-1 – Study area



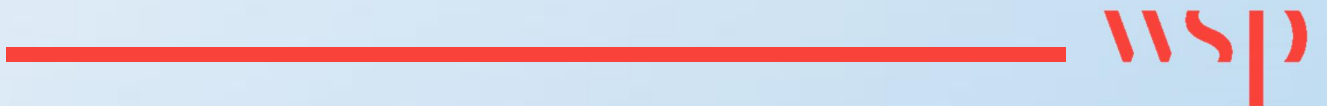
1.3 REPORT STRUCTURE

1.3.1. This Project Report presents the work undertaken to develop the HWIP and is structured as follows:

- Section 2 – Policy Review;
- Section 3 – Evidence Base;
- Section 4 – Good Practice Review;
- Section 5 – Developing the Walking Network; and
- Section 6 – Priorities and Next Steps.

2

POLICY REVIEW



2 POLICY REVIEW

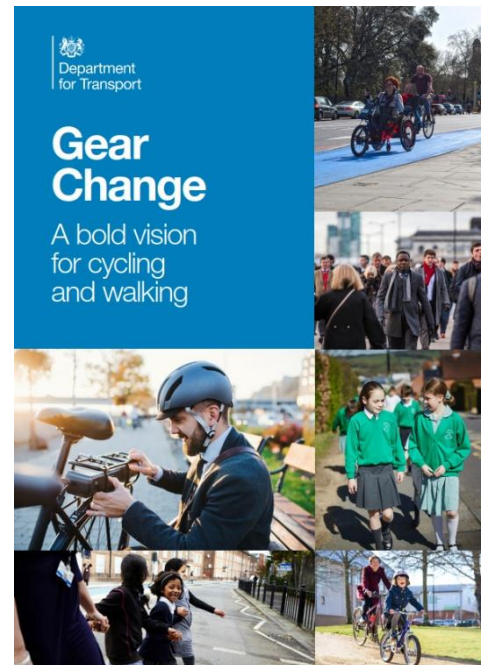
2.1 INTRODUCTION

- 2.1.1. Existing active travel policies in Harrogate and the wider area were reviewed as part of the CIP to ensure proposals align with local, regional, and national policy. As this WIP is a sister document to the CIP (forming a full LCWIP) this policy review section only features those policies that have changed since the CIP was published. All the policies reviewed through the CIP and not featured below remain relevant to the WIP and the development herein.
- 2.1.2. As such, the policy review section of the CIP should be read alongside this section, as it provides additional relevant information.

2.2 NATIONAL POLICY

GEAR CHANGE: A BOLD VISION FOR WALKING AND CYCLING

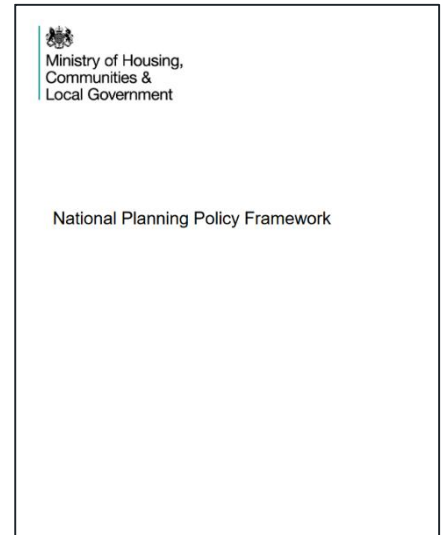
- 2.2.1. Gear Change is the Government’s vision to see a step-change in levels of walking and cycling in England. The strategy details how the Government intends to invest £2 billion on increasing the numbers of people walking and cycling. This includes the creation of a new body – Active Travel England – which will act as a commissioning body and inspectorate for active travel schemes, led by a national cycling and walking commissioner.
- 2.2.2. The recent COVID-19 restrictions have profoundly impacted the way people live, work and travel as evidenced by the public’s desire to be more active, and the rise in popularity of cycling and walking (Sport England, 2020). The document states the need to embed those changes in people’s travel behaviour, increase active travel, and transform permanently how many people move around, particularly in towns and cities.
- 2.2.3. The document details the four key themes that the DfT will follow to create a step change in active travel uptake, with the aim of making cycling and walking the natural first choice and ensuring that half of all journeys in towns and cities being cycle or walked by 2030. These are:
- ┆ Theme 1: Better streets for cycling and people;
 - ┆ Theme 2: Putting cycling and walking at the heart of transport, place-making and health policy;
 - ┆ Theme 3: Empowering and encouraging local authorities; and
 - ┆ Theme 4: Enabling people to cycle and protecting them when they do.
- 2.2.4. These themes will underpin the DfT’s commitment to increasing investment in active travel infrastructure, with the aim of delivering thousands of miles of safe, continuous, direct routes for cycling in towns and cities, physically separated from pedestrians and volume motor traffic, serving the places that people want to go. Higher design standards have been set, as reflected in the publication of Local Transport Note (LTN) 1/20 Cycle Infrastructure Design as has a commitment to



ensuring that all new developments are built around making sustainable travel the first choice for journeys.

REVISED NATIONAL PLANNING POLICY FRAMEWORK

2.2.5. The Government’s revised National Planning Policy Framework (NPPF) was published on 24th July 2018 (with minor updates published in February 2019) and is the first revision to the 2012 publication of the NPPF; the NPPF replaced all previous planning policy in England on its release, condensing over 1,000 pages of guidance into a single comprehensive document.



2.2.6. The revised NPPF implements approximately 85 reforms announced previously through the Housing White Paper, the ‘planning for the right homes in the right places’ consultation and the draft revised National Planning Policy Framework consultation.

2.2.7. Chapter 2: ‘Achieving Sustainable Development’ continues to place significant emphasis on sustainable development, summarising this as:

“meeting the needs of the present without compromising the ability of future generations to meet their own needs”

2.2.8. The document continues to state that the planning system has three interdependent and mutually supportive overarching objectives, which include:

- i an economic objective – to help build a strong, responsive and competitive economy;
- i a social objective – to support strong, vibrant and healthy communities; and
- i an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment.

2.2.9. Chapter 8: ‘Promoting Healthy and Safe Communities’ states that planning policies should aim to achieve healthy, inclusive, and safe places, which carries implications for those routes included within the LCWIP; with due regard given to these requirements.

2.2.10. Chapter 8 also sets out policies in relation to open space and recreation. Paragraph 98 states that:

“Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users”

2.2.11. The Public Right of Way (PRoW) network, referred to in the above excerpt, has the potential to complement and support the LCWIP network, providing facilities for multiple trip purposes. Improvements to surfacing and designation (such as conversion to a cycle track) may be necessary.

2.2.12. Chapter 9: ‘Promoting Sustainable Transport’ specifically addresses the promotion of sustainable transport through the planning system. The document recognises that transport issues should be considered from the earliest stages of plan-making and development proposals, including identifying and pursuing opportunities to promote walking and cycling, and ensuring that patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

- 2.2.13. Paragraph 104 references that planning policies should both:
- i identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development; and
 - i provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).
- 2.2.14. The emerging WIP (and LCWIP) can support the development of such policies, identifying a contiguous walking and cycling network within a given area and prioritising interventions to ensure the network comes forward in a cohesive manner.
- 2.2.15. The revised NPPF also addresses the role that new development can play in ensuring that walking and cycling are the natural choice for shorter journeys. Paragraph 108 states that allocated or proposed development sites should ensure that:
- i appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; and
 - i safe and suitable access to the site can be achieved for all users.
- 2.2.16. Paragraph 110 states that development proposals should:
- i give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and
 - i create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.
- 2.2.17. Chapter 12: ‘Achieving Well-designed Places’ sets out how high-quality design is essential to creating genuinely sustainable development. Paragraph 125 states that:
- “Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics”*
- 2.2.18. While the Harrogate WIP is not focused on the design of schemes, the principles of how future interventions should be designed is a key consideration when determining the proposed network.

2.3 LOCAL POLICY

HARROGATE DISTRICT LOCAL PLAN

- 2.3.1. The Harrogate District Local Plan 2014–2035 was adopted by Harrogate Borough Council’s Full Council on March 4, 2020 following a period of statutory consultation and review by the Planning Inspectorate.
- 2.3.2. Policy TI1: Sustainable Transport states that the Council will work in partnership with other authorities, transport providers and local groups to promote a sustainable and improved transport system which is safe, reliable, and convenient and will promote the creation of walking and cycling routes (in addition to other measures).
- 2.3.3. The policy also affirms the Council’s intent to produce its own Strategic Transport Priorities Study to inform the Council’s response on transport matters.
- 2.3.4. Policy TI2: Protection of Transport Sites and Routes states that:

“New sites and routes which have the potential to contribute towards the provision of a sustainable and improved transport system will be safeguarded where there is a reasonable prospect of them accommodating new transport infrastructure before 2035”.

2.3.5. This requirement will apply when a scheme meets various criteria:

- ┆ Included within the investment strategies or plans produced by Highways England, North Yorkshire County Council, or by another body or organisation contributing towards the creation of a sustainable and improved transport system for the District, and for which there is an agreed preferred route or site;
- ┆ Along the route of a former railway line, in particular the sections of the Harrogate-Ripon-Northallerton line and the Harrogate to Wetherby line that lie within Harrogate District; and / or
- ┆ A cycle or pedestrian route identified by the local highway authority or the District Council and included within an approved plan or strategy.

ACCESS FUND 2017–2021 (OPEN NORTH YORKSHIRE)

2.3.6. Open North Yorkshire was a successful bid by NYCC for funding support to deliver a £1.089m package of schemes to promote sustainable travel initiatives in three of North Yorkshire’s key urban centres: Harrogate, Scarborough and Skipton. The project aims to achieve modal shift towards sustainable travel (including cycling and walking), whilst supporting economic growth. The project originally had a three-year timescale (2017–2020) but has recently secured additional funding for an extension year (2020/21).

2.3.7. The objectives of the project are to:

- ┆ Reduce congestion by doubling cycle and walking trips for adults and school children;
- ┆ Facilitate access to bicycles and improving confidence of new cycle users through innovative training and route information; and
- ┆ Reduce the number of cycle user casualties by implementing a safe systems approach; and offering targeted travel and journey planning linked to economic growth (employment and housing).

2.3.8. The following schemes were identified as being key elements of the project:

- ┆ Travel behaviour & training – Cycle safety, training and travel planning in schools and for employees at key business sites;
- ┆ Sustainable travel promotion / marketing – Journey planning via website / app;
- ┆ Sustainable access to public transport & Wheels 2 Work – Promoting cycling to / from bus / rail stations and moped hire for access to employment / education; and
- ┆ Cycle Infrastructure – Bid ready cycle scheme development.

2.3.9. To deliver a sustainable travel ‘Open North Yorkshire’ programme, the project was separated into elements: education engagement, business engagement and residential engagement. The cycle infrastructure scheme development was developed as a separate workstream, part of the LCWIP programme.

2.3.10. The education strand of the project involved engagement with educational institutions, including schools and colleges, to encourage students to consider more sustainable modes of travel for their journeys. King James’ School in Knaresborough partnered with NYCC to promote active travel for the school journey with a ‘Park & Stride’ scheme identified as a possible intervention for the issue of unsafe school parking and congestion at the school.

- 2.3.11. NYCC conducted site visits to find a location which would be favourable to parents, ease congestion and offer a safe, short walk to school for pupils. In partnership with Harrogate Borough Council, a local car park was identified, and 50 permits were offered. 31 of the 50 permits were issued in the 2018/19 academic year and the scheme was renewed for 2019/20, with extra information packs provided to be issued to new Year 7s.
- 2.3.12. The scheme was promoted via letters to parents, the school website and social media, with wide press coverage received in local papers and an interview by the local radio station. The scheme promotion involved handing out information packs containing a school gate parking leaflet, bespoke 'Travel to school' map and 'Be Bright, Be Seen' information, as well as reflective snap-bands and bike lights.
- 2.3.13. King James's School, Knaresborough also participated in Youth Travel Ambassadors; a peer led project whereby we deliver workshops to empower students to develop and deliver their own behaviour change travel-related campaign. King James's School Special Educational Needs students have come up with a social media campaign to encourage walking by getting students to take selfies of themselves on their walk to school. This scheme is planned to be delivered after Easter 2020.
- 2.3.14. The project is using the 'Modeshift STARS' scheme to support education engagement. This is a national awards scheme, recognising schools that have demonstrated excellence in supporting walking, cycling and other forms of sustainable travel. Five schools in the Harrogate area created travel plans as part of the 'Modeshift STARS' scheme.
- 2.3.15. For the business engagement element, a total of 52 businesses were contacted in the area, ten of which engaged with the programme. Targeted engagement with selected, larger businesses in the Harrogate area consisted of:
- ┆ Initial contact and encouragement of businesses to 'sign up' to the programme;
 - ┆ Pre- and post-engagement travel surveys, to assess baseline travel behaviours, barriers to the use of more sustainable modes and, ultimately, levels of modal shift because of this engagement;
 - ┆ The offer of a 'free' package of initiatives to engaged businesses, such as walking challenges and cycle training;
 - ┆ Ongoing liaison with business contacts throughout the course of the programme, including attendance at travel-related events at the respective business/organisation; and
 - ┆ Development of bespoke Business Action Plans, with tailored advice and information on encouraging behaviour change within their organisation.
- 2.3.16. Engagement with a total of 146 residents was conducted with 127 personalised journey plans issued. Targeted engagement with selected residential developments (focused on new build sites) in the Harrogate area consisted of:
- ┆ Pre- and post-engagement travel surveys, to assess baseline travel behaviours, barriers to the use of more sustainable modes and, ultimately, levels of modal shift because of this engagement;
 - ┆ Direct doorstep engagement, speaking with residents and encouraging them to complete the travel survey;
 - ┆ Production and distribution of Sustainable Travel Information Packs (STIPs), tailored to residential areas with bespoke information on localised sustainable travel options;
 - ┆ Liaison with developers and sales offices, on new developments, to include STIPs in new home Welcome Packs; and

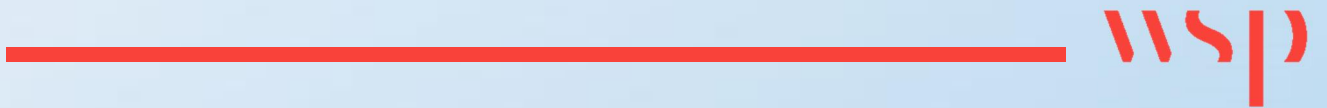
- ┆ The offer of a 'free' package of incentives to engaged resident.
- 2.3.17. To support both residential and business engagement, a package of incentives was developed, which included:
- ┆ Free public transport taster tickets;
 - ┆ Online personalised journey planning;
 - ┆ Prize draws;
 - ┆ Three walking challenges;
 - ┆ Twelve cycle training sessions (individual and group);
 - ┆ 24 Wheels 2 Work participants;
 - ┆ Dr Bike (bike repair) events; and
 - ┆ In-person engagement and promotion events.
- 2.3.18. With the Access Fund extension in to 2020/21, work with schools, businesses and residents in Harrogate to promote and encourage active travel will continue.
- 2.3.19. The development of the HWIP (alongside the CIP) will support the delivery of the objectives of the Access Fund programme. Most if not all the infrastructure measures identified through the WIP and CIP will not be implemented before the programme completion in 2021. However, the longer-term implementation of infrastructure measures to facilitate walking and cycling will help sustain and build upon the behaviour change work achieved through the Access Fund programme.
- 2.3.20. Creating a longer-term legacy of the Access Fund was a key reason why NYCC initiated the development of an LCWIP for the Harrogate area as part of the programme. NYCC recognise the importance of improving infrastructure to augment the success of non-infrastructure measures aimed at positively influencing travel behaviour towards sustainable modes.

2.4 SUMMARY

- 2.4.1. From the review of policy included in the CIP and in this chapter, it is evident that development of a HWIP can contribute and support a range of policy objectives in many ways.
- 2.4.2. At a national level, the HWIP will support the Government objectives of supporting sustainable development, by contributing to economic growth in a sustainable manner. The Government recently released the Cycling and Walking Investment Strategy (CWIS) and Local Cycling and Walking Infrastructure Plan (LCWIP) guidance. The HWIP represents part of North Yorkshire's contribution to support the CWIS and the process undertaken is broadly the same as in the LCWIP guidance.
- 2.4.3. Regionally, the HWIP supports and contributes to all five objectives of the North Yorkshire Local Transport Plan due to the wide-ranging way that walking, as a mode of transport, can deliver benefits to individuals and wider society. At a local level, the HWIP can support the Local Plan for Harrogate District by identifying routes for potential safeguarding as sites come forward for development. The HWIP will also reference previously identified schemes and connections, such as those in the Cycling Implementation Plan and the Harrogate Cycle Infrastructure Plan (HCIP), to ensure local connections are achieved or improved where possible. The HWIP will also contribute towards the vision for Harrogate and the wider area in terms of place where people want to live, work and visit through quality public realm and high levels of sustainable connectivity.

3

EVIDENCE BASE



3 EVIDENCE BASE

3.1 INTRODUCTION

- 3.1.1. The evidence base for the HWIP consists of understanding geography and demography of the study area alongside analysis of travel patterns and infrastructure changes that are known to be taking place that will impact on walking trips. The evidence base has also been informed by engaging with stakeholders to gain a broad view that will inform the development of the walking network and priorities.
- 3.1.2. As with the previous chapter, this chapter builds on the data already collected and reported in the Harrogate CIP Phase 1 report. Several of the sections in the CIP report are pertinent to the WIP but rather than include them in this document only evidence specifically related to the WIP has been included in this chapter. As such, it is recommended that the reader refers to the following sections in the CIP Phase 1 report for the additional evidence base:
- ┆ 2.4: Local geography;
 - ┆ 2.5: Demographics;
 - ┆ 2.6: Travel patterns; and
 - ┆ 2.8: Wider transport.
- 3.1.3. This chapter reports on the evidence base that is specifically related to walking, building on what was collated and analysed through the CIP. The chapter is structured as follows:
- ┆ Stakeholder engagement;
 - ┆ Walking data; and
 - ┆ Future situation.

3.2 STAKEHOLDER ENGAGEMENT

STAKEHOLDER WORKSHOP

- 3.2.1. A HWIP internal stakeholder workshop took place in December 2019 with officers of North Yorkshire County Council and Harrogate Borough Council to gain their input on the challenges and opportunities related to walking in the study area. The summary of this workshop is provided in a separate note.

PUBLIC CONSULTATIONS

- 3.2.2. Two significant public consultation events took place in 2019 in the Harrogate area related to transport. The Harrogate Congestion Study consultation was a major public engagement exercise by NYCC to gain public input on proposed measures to reduce traffic congestion in the Harrogate and Knaresborough area. Meanwhile, the Otley Road Cycle Scheme consultation was undertaken as part of the development of improved cycle infrastructure provision along the Otley Road corridor in west Harrogate.

Harrogate Congestion Study Engagement

- 3.2.3. The Harrogate Congestion Study (HCS) engagement was conducted between April and July 2019 and featured significant promotional activity, online information, questionnaires and a series of

exhibition events. Over 15,000 responses were received to the engagement questionnaire in addition to various letters, emails and verbal responses.

- 3.2.4. All open questions, where respondents could provide free-text responses were reviewed and sorted for their relevance to walking, with a total of 1,277 responses being identified.

Otley Road Cycle Scheme

- 3.2.5. NYCC held a public consultation event for the Otley Road Cycle Scheme in January 2019 where people were invited to provide their views on the proposals. While the public comments focus primarily on cycling due to the nature of the scheme, there were also comments concerning walking.
- 3.2.6. To present the responses to both consultations in a way that can best be used to inform the HWIP, they have been analysed both thematically and spatially. This is due to how many comments were related to general themes rather than referring to specific locations within the study area.

THEMES

- 3.2.7. The following themes related to walking emerged from the analysed data from both engagement exercises:

- i Conflict with motor vehicles;
- i Conflict with bicycles;
- i Infrastructure; and
- i Behaviour;

- 3.2.8. The sub-sections below present comments in relation to each of the themes.

Conflict with motor vehicles

- 3.2.9. Comments concerning conflicts with motor vehicles were identified with traffic calming suggested as a measure to address this problem, particularly on roads near schools.

“Because of the speed of traffic on all roads in Harrogate, pedestrians are also at risk. It is impossible to cross the road safely and this should be addressed.”

“Measures to address speeding on rat run residential roads where 20mph speed limits and traffic calming is ineffective should be looked at to make cycling and walking more attractive.”

“The cars travel too fast, they should only travel 20 mph in built up areas.”

“I have to cross a very busy road to get to school, sometimes there isn't a lollipop crossing and the traffic is going too fast, it should be 20 mph.”

“I would support 20 mile per hour zones especially round all schools. A lot of school roads could be made one way with a cycle lane.”

“I would like to see more 20mph zones or enforced 30mph zones in areas where children walk to school e.g. Leadhall Lane, Church Lane Pannal where otherwise it is unsafe to walk because of speeding traffic.”

- 3.2.10. There was also an anecdotal opinion that traffic signals did not provide sufficient priority to pedestrian movements. These comments relate to how walking should be at the top of the modal hierarchy and people are of the opinion this is not being replicated on the streets of Harrogate.

“I note that Harrogate traffic lights give much more priority to cars than pedestrians.”

“Higher priority needs to be given at pedestrian crossings.”

“Because of the speed of traffic on all roads in Harrogate, pedestrians are also at risk. It is impossible to cross the road safely and this should be addressed. Walking journeys take longer than they should because you have to plan your route to include pelican crossing - this is something that is difficult to do for young and old people.”

“Generally, priority is still given to the car driver. This needs to change so priority is for cyclists and pedestrians.”

Conflict with bicycles

- 3.2.11. Some residents raised concerns regarding the behaviour of people using bicycles on shared use paths. There is a concern about the lack of space to share between pedestrian and bicycle traffic across the area.

“Whilst I am strongly in favour of increased cycling lanes and dedicated walking paths, I feel these should not be shared as is proposed on Otley Rd. My wife was knocked over by a cyclist on the pavement on Otley Rd last year.”

“The path along the southern edge of the Stray has conflict between pedestrians and cyclists.”

“There is also a need to consider the impact of cyclists on pedestrians in shared spaces, this can add to the stress of walking, especially for people with any impairment of perception or mobility. It is very difficult if one cannot hear cycle bells and a fast-moving cyclist expects one to leap aside, which is not always possible.”

“Discourage cycling on pavements, across zebra crossings and through public spaces such as Library Gardens.”

“Why not use grass protection mesh beside narrow Stray paths so that cyclist can avoid pedestrians without churning up the ground?”

Infrastructure

- 3.2.12. The biggest proportion of comments regarding the walking infrastructure is regarding problems with specific links and junctions on the network. Respondents have additionally identified need for pedestrianisation in certain areas along with lighting provision and a reduction of traffic volume and speed. Issues with crossing points and narrow or non-existent paths, such as around Bond End, were also identified as barriers to walking.

“Pedestrianise more or all of the town centre.”

“Perhaps increasing pedestrianised areas in the town centre, to create a loop of roads that flow fairly well.”

“The biggest improvement that could be made would be to eliminate on-street parking in the centre of Harrogate and to pedestrianise the streets that are not already pedestrianised.”

“The centre of town should be walking and cycle lanes only as would be much safer.”

“Speed bumps to slow cars going up High Bond End would allow me & my children to walk more safely & reduce our car use. I would favour creating pedestrian access from

Knarborough into the woods to improve access for all - by way of a bridge from Horseshoe Field to the opposite side of the river.”

“Placing bollards in strategic locations to reduce through traffic in residential communities such as The Saints will encourage more active travel, and make for a more pleasant environment.”

“I would like my children to walk to school but the pavements and crossing on High Bond End are not adequate.”

“Walking through Bond End is horrible, polluted and also very narrow and treacherous pavements on the left hand side walking towards Mother Shipton's Cave.”

“At High Bond End pedestrians also have to cross at a blind corner, which is dangerous and puts many people off walking.”

“The way paths and pedestrian crossings are laid out in some places are poorly thought through, such as no markings for cars to give way to pedestrians crossing at the Prince of Wales roundabout or the stray paths either side of Oatlands Drive or Wetherby Road.”

“there should be more Zebra crossings in general as these encourage co-operation and respect between motorists and pedestrians.”

“The provision for pedestrians needs improving to cross the Otley Road at the Beech Grove junction. During dark hours throughout the year I would like improved lighting when walking to/from home.”

Behaviour

- 3.2.13. Another theme of comments has been classified under the need for behavioural change towards more sustainable modes of transport. Respondents have identified walking as a sustainable way of travel and proposed ideas for congestion reduction.

“Traffic is significantly quieter around secondary schools during school holidays. More effort should be put into encouraging other options e.g. subsidised school buses, walking buses.”

“Traffic warning system so people can decide before they set off that it would be quicker to walk.”

“Changing travel habits has to be the way forward - cheaper bus fares, improved infrastructure for cycling and pedestrians etc must be the priority.”

“A walking bus system for the pupils to get to and from the Primary schools would make a big difference to the number of cars on the roads in the morning particularly.”

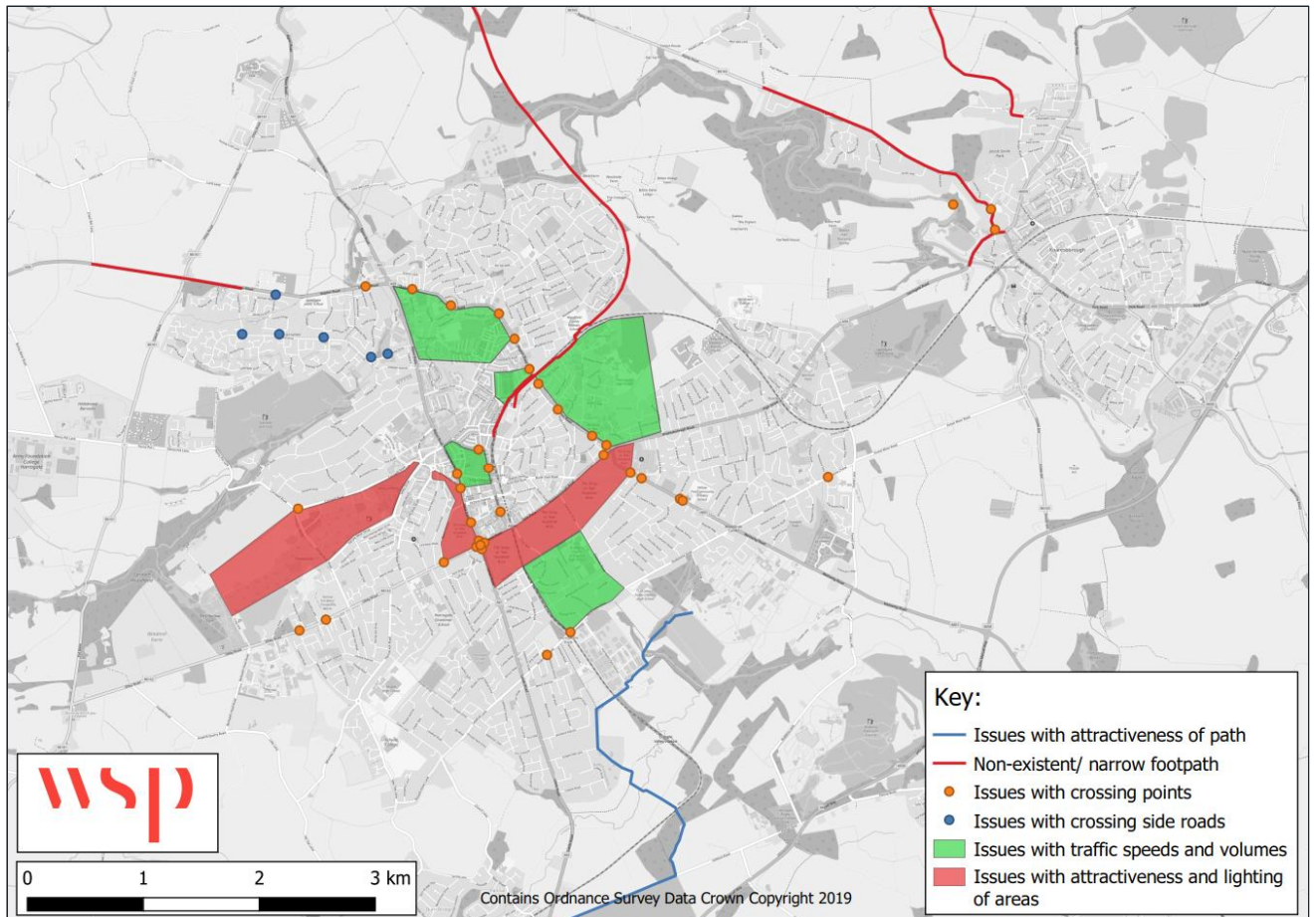
“Let's build public footpaths away from roads so when people walk they are away from air pollution. Many of these paths could be more direct than driving.”

“We are a tourist and business area that needs to attract people into the area, but in a sustainable way.”

SPATIAL

- 3.2.14. Comments that were provided which related to a specific location or area have been represented spatially in Figure 3-1 and categorised based on the commonly raised issues. For example, the blue route has been indicated by one of the survey respondents as being unattractive and, thus, less used. This comment references the surfacing issues and lack of lighting on the footpath which create an unfavourable condition for pedestrians.

Figure 3-1 – Spatial issues identified through stakeholder engagement



3.3 WALKING DATA

TRAVEL TO WORK

- 3.3.1. Table 3-1 shows that the percentage of people who walk to work in the borough of Harrogate is above the regional and national average at 14.5%. North Yorkshire has a slightly higher proportion of 15.2% of people who walk to work.
- 3.3.2. Due to the largely rural nature of the wider Harrogate Borough, it is necessary to look at walking rates more relevant to the specific WIP study area. The study area itself is predominantly urban with origins and destinations in relatively close proximity, linked by a network of footways and footpaths.
- 3.3.3. Therefore, the table also shows the percentage of people who walk to work that reside in the urban area of Harrogate and Knaresborough as defined using Census 2011 Middle Layer Super Output Areas (MSOAs). The mode share for this area is 19.3% and therefore above the local, regional and national averages.
- 3.3.4. To provide a relevant local comparison, the walking mode share for the urban area of York is also included in the table. This is slightly higher than Harrogate and Knaresborough at 22.0%

Table 3-1 – Walking mode share for journeys to work

Area	2011 Census
England	10.7%
Yorkshire and Humber	11.8%
North Yorkshire	15.2%
Harrogate (Borough)	14.5%
Harrogate and Knaresborough urban area	19.3%
York urban area	22.0%

- 3.3.5. The walking mode share in Table 3-1 is based on travel to work trips with an origin in Harrogate and Knaresborough, but with an unspecified destination. The mode shares in Table 3-2 are for travel to work trips that are wholly within Harrogate and Knaresborough respectively.
- 3.3.6. By looking at trips that have an origin and destination within the respective towns, it is evident that walking becomes a dominant mode with 32.5% of trips in Harrogate and 61.7% of trips in Knaresborough made on foot. This demonstrates that within the study area there is a high level of walking for employment purposes.

Table 3-2 – Walking mode share for trips wholly within Harrogate and Knaresborough

Area	2011 Census
Harrogate	32.5%
Knaresborough	61.7%

JOURNEYS FOR OTHER PURPOSES

- 3.3.7. The Department for Transport compile data on local walking levels with the latest data available currently for 2017/18. While the Census only records information on trips to work, the DfT walking statistics provides information for different trip purposes. Table 3-3 presents the proportion of people who walk at least once per week for ‘any purpose’, ‘leisure purposes’ and what the DfT classifies as ‘walking for travel’, which relates to utility trips. Walking in this context relates to any continuous walking trip of over ten minutes.

Table 3-3 – Proportion of adults that walk at least once per week

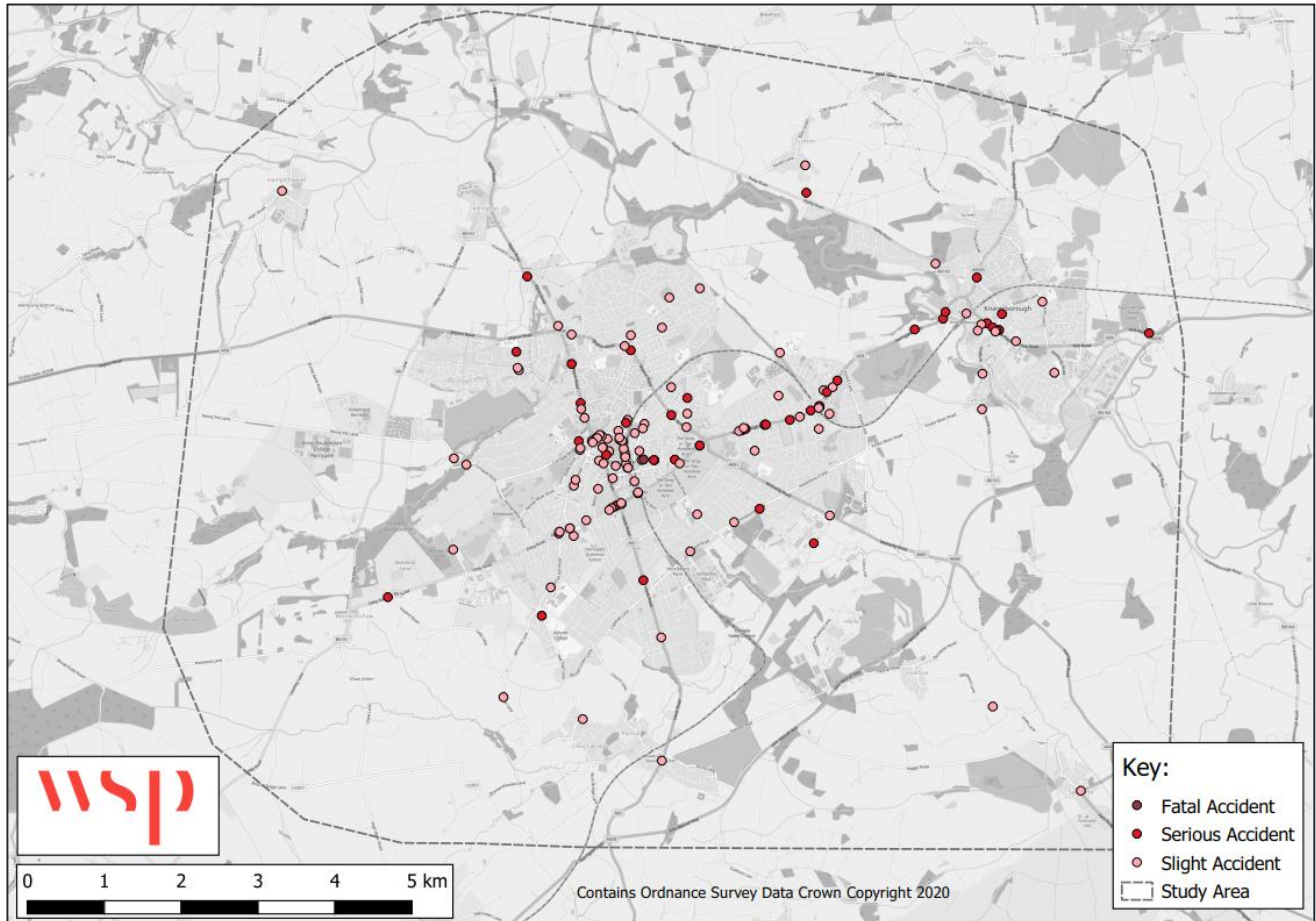
Area	2015/16			2016/17			2017/18		
	Any walking	Leisure	Travel	Any walking	Leisure	Travel	Any walking	Leisure	Travel
England	68.0%	47.0%	41.6%	69.4%	49.0%	42.0%	69.5%	48.5%	42.2%
Yorkshire and Humber	66.0%	46.6%	38.8%	66.7%	46.9%	38.5%	67.5%	47.6%	39.2%
North Yorkshire	71.1%	56.5%	34.8%	72.9%	56.2%	35.4%	72.7%	59.8%	34.6%
Harrogate Borough	74.4%	56.5%	40.9%	78.4%	55.1%	42.1%	72.0%	56.1%	37.8%

- 3.3.8. The DfT data is available for different geographic scales down to local authority level. An important caveat is that the data for Harrogate Borough includes rural parts of the Borough and not just the study area. As such, the proportions for the study area are likely to be higher than those in the table above.
- 3.3.9. Three quarters of adults walk for any purpose at least once per week which is above the rates for the wider region and country. Leisure walking rates are also higher than the rates at other spatial levels. Walking for utility purposes is lower but still over a third of adults undertake a utility walking trip at least once per week.

COLLISION DATA

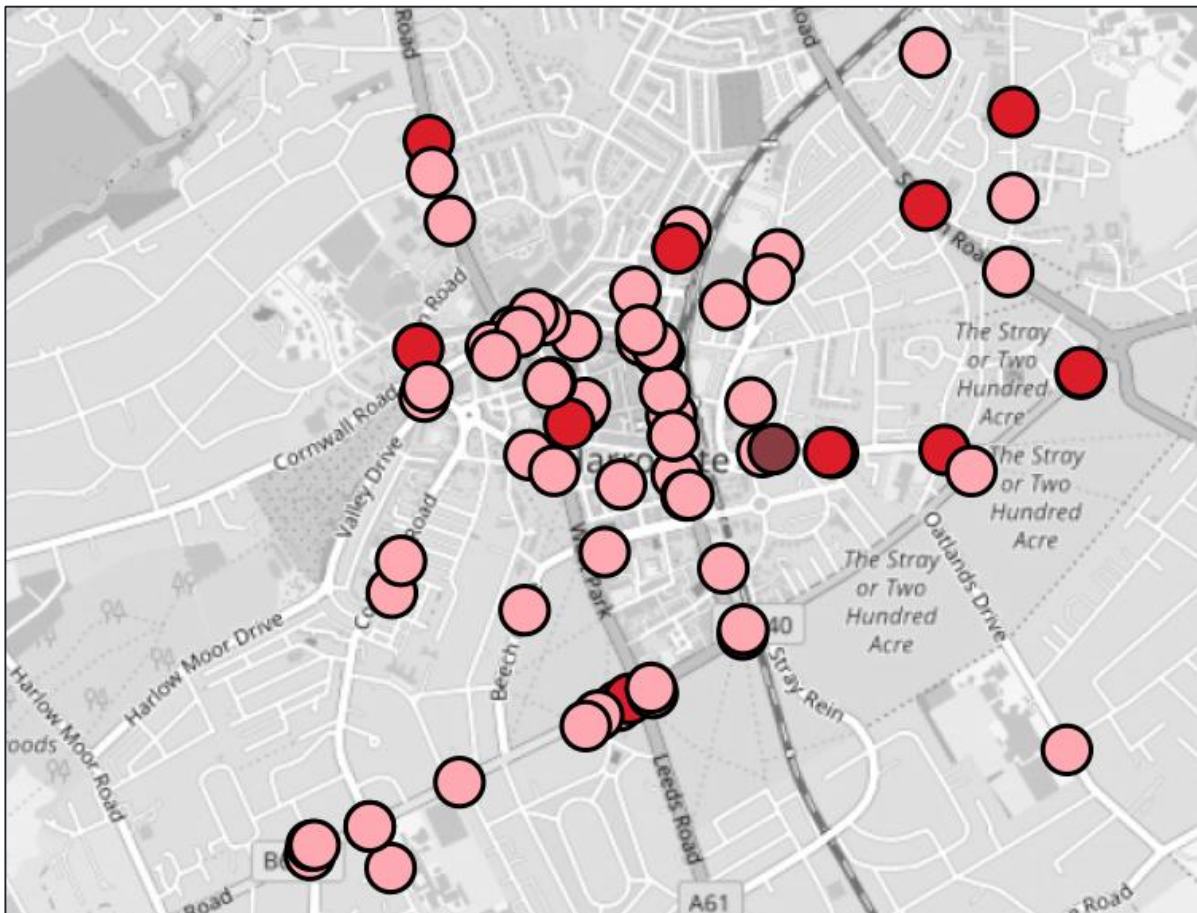
- 3.3.10. To understand where there are potential safety issues for pedestrians, data for collisions involving pedestrians has been gained from NYCC for the five-year period between January 1, 2015 and January 31, 2020. Figure 3-2 displays the location of the recorded collisions, categorised by the severity – slight, serious and fatal. While recorded collision data can be gained through this means, there are likely to be a large number of near misses that are not recorded through this database.

Figure 3-2 – Collisions involving pedestrians in the study area (2015–2020)



- 3.3.11. Figure 3-2 shows that there is a concentration of collisions in both Harrogate and Knaresborough town centre and Starbeck and these areas are focused on specifically below.
- 3.3.12. Figure 3-3 presents the collision in Harrogate town centre and the immediate vicinity. It is evident that the A61 Station Parade is an area with many slight collisions involving pedestrians. It is a similar case nearby around Cheltenham Parade and King’s Road with multiple slight collisions. The busy footfall in these areas around the railway station and the Convention Centre, high motor vehicle traffic levels, the mixing of modes and people possibly crossing away from designated points are potential reasons for the prevalence of collisions in these areas.

Figure 3-3 – Collisions involving pedestrians in Harrogate town centre (2015–2020)



- 3.3.13. The junction of Parliament Street and Cambridge Crescent was the site of the only serious collision in the town centre with other slight collisions along Parliament Street and Montpellier Hill. South of the town centre, the area near to junction of the A61 Leeds Road and A59 Otley Road has a cluster of collisions, including one serious incidence. The collisions in this area predominantly took place along the A59 and there are several further west along Otley Road near to Harrogate Grammar School.
- 3.3.14. The collisions in the Starbeck area are presented below in Figure 3-4 and it highlights how along the A59 there have been several collisions in the last five years. Most significantly, there are multiple occurrences of serious collisions on this section of the highway network in an area that has several walking trip generators.
- 3.3.15. In Knaresborough town centre Figure 3-5 shows how the A59 High Street has a cluster of slight and serious collisions representing a safety issue around the busy town centre and concentration of walking trip generators. Outside of the town centre along Harrogate Road and Boroughbridge Road there are other incidences of serious collisions that highlight potential issues for safe pedestrian movement.

Figure 3-4 – Collisions involving pedestrians in Starbeck (2015–2020)

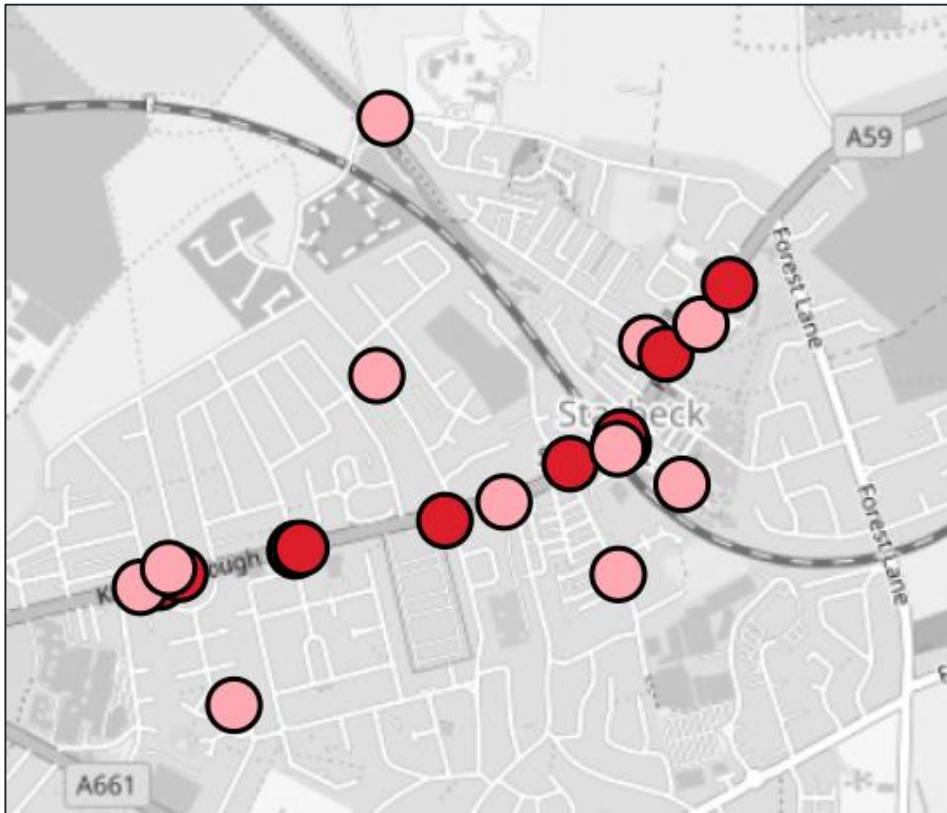
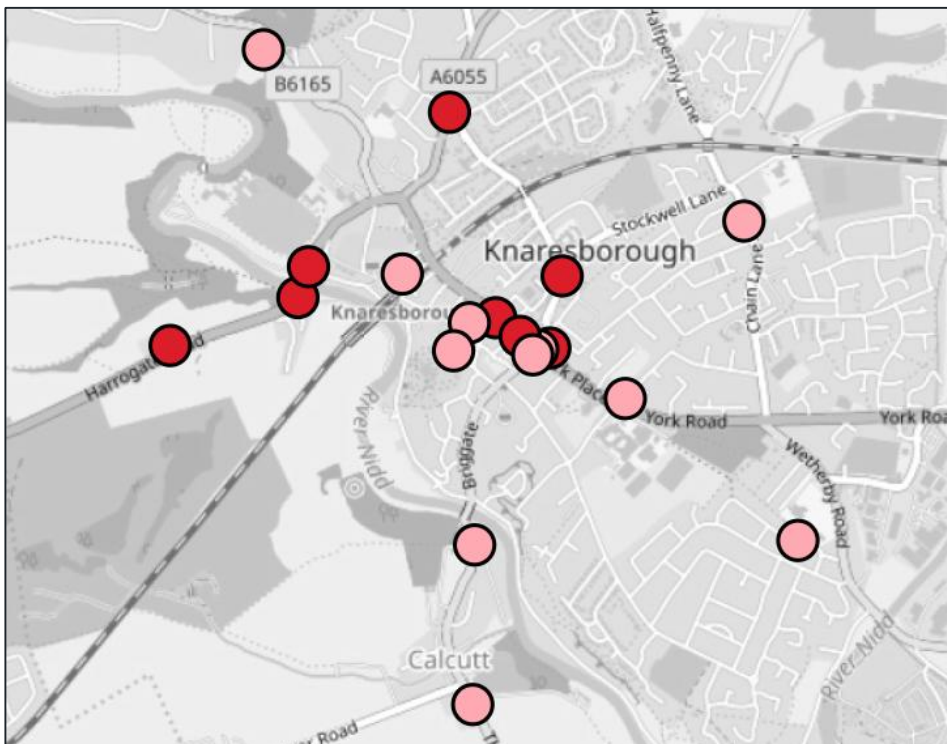


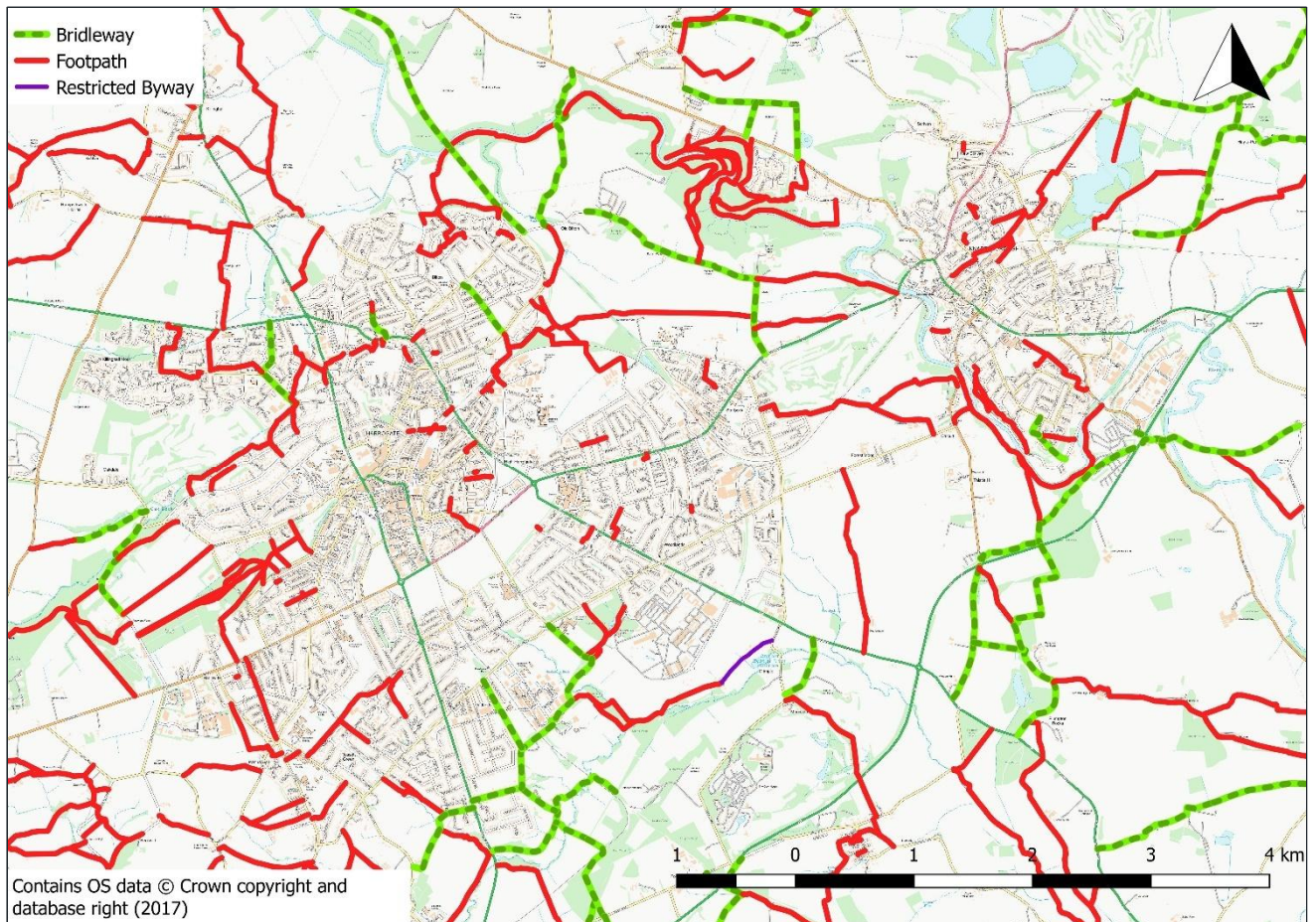
Figure 3-5 – Collisions involving pedestrians in Knaresborough town centre (2015–2020)



WALKING PROVISION

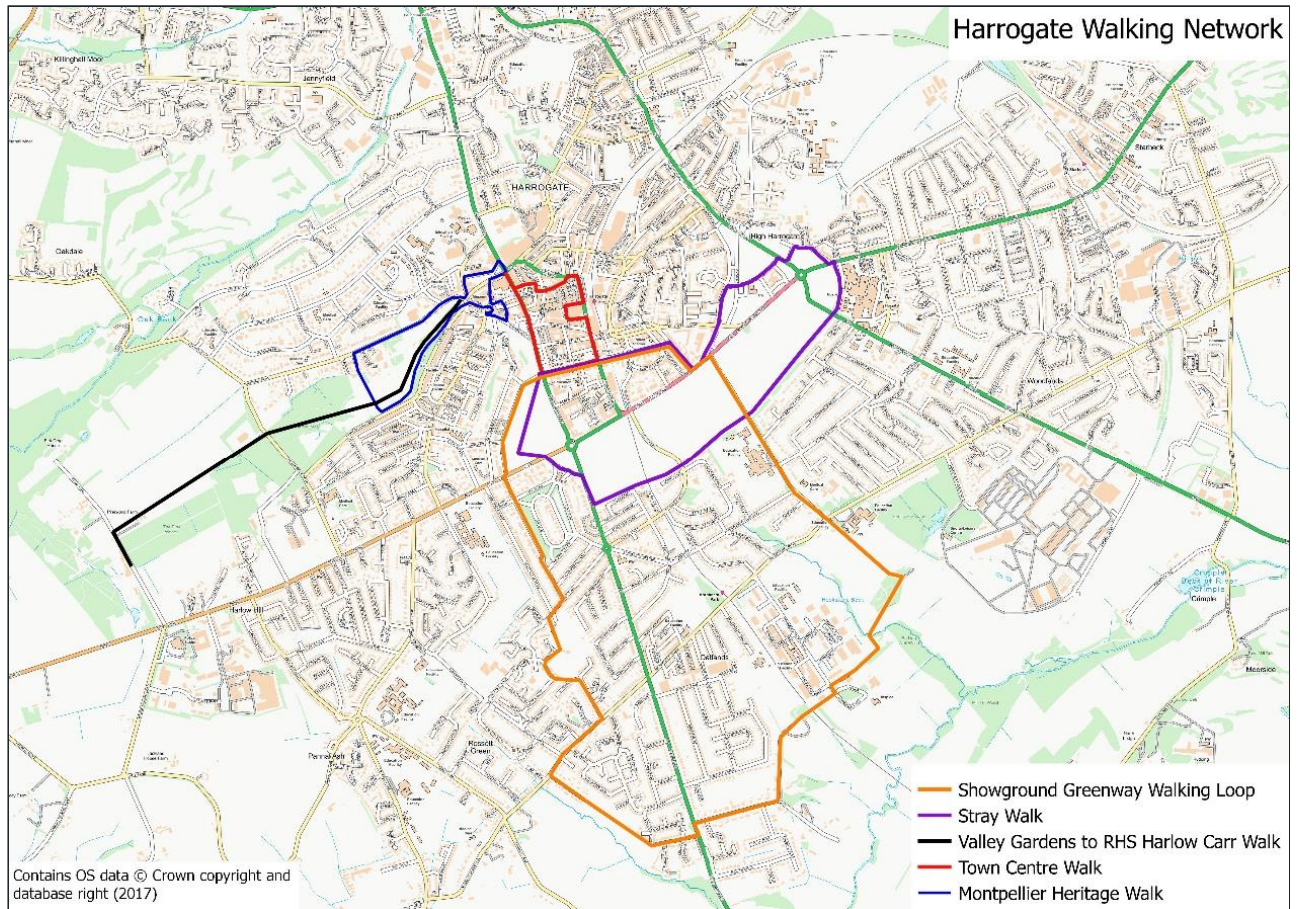
- 3.3.16. Across the urban part of the study area, footway provision (while of different consistency in terms of quality) is prevalent offering connectivity between trip origins and destinations with little break in provision. This is similar to the level of provision provided for motor vehicles but differs from that for bicycle traffic, for example, where bicycle-specific infrastructure is inconsistent in both provision and quality.
- 3.3.17. Along with the routes provided through the public highway, the study area also features a network of Public Rights of Way (PRoW) consisting of bridleways, footpaths and restricted byways. Figure 3-6 presents the PRoW map that identifies a series of routes of varying lengths that could play a role in connecting people and place across the study area. The PRoW will be considered when looking at identifying the LCWIP walking network plan.

Figure 3-6 – Public Rights of Way



- 3.3.18. Harrogate Borough Council have an advertised walking network around the town centre consisting of a series of leisure walks as shown in Figure 3-6. The leisure walks make use of on and off-highway routes and are based around several of the main attractions in the area, such as the Stray and the Showground.

Figure 3-7 – Harrogate Walking Network (leisure routes)



3.3.19. The development of the LCWIP walking network may incorporate some or all these walking routes should their utility value be identified.

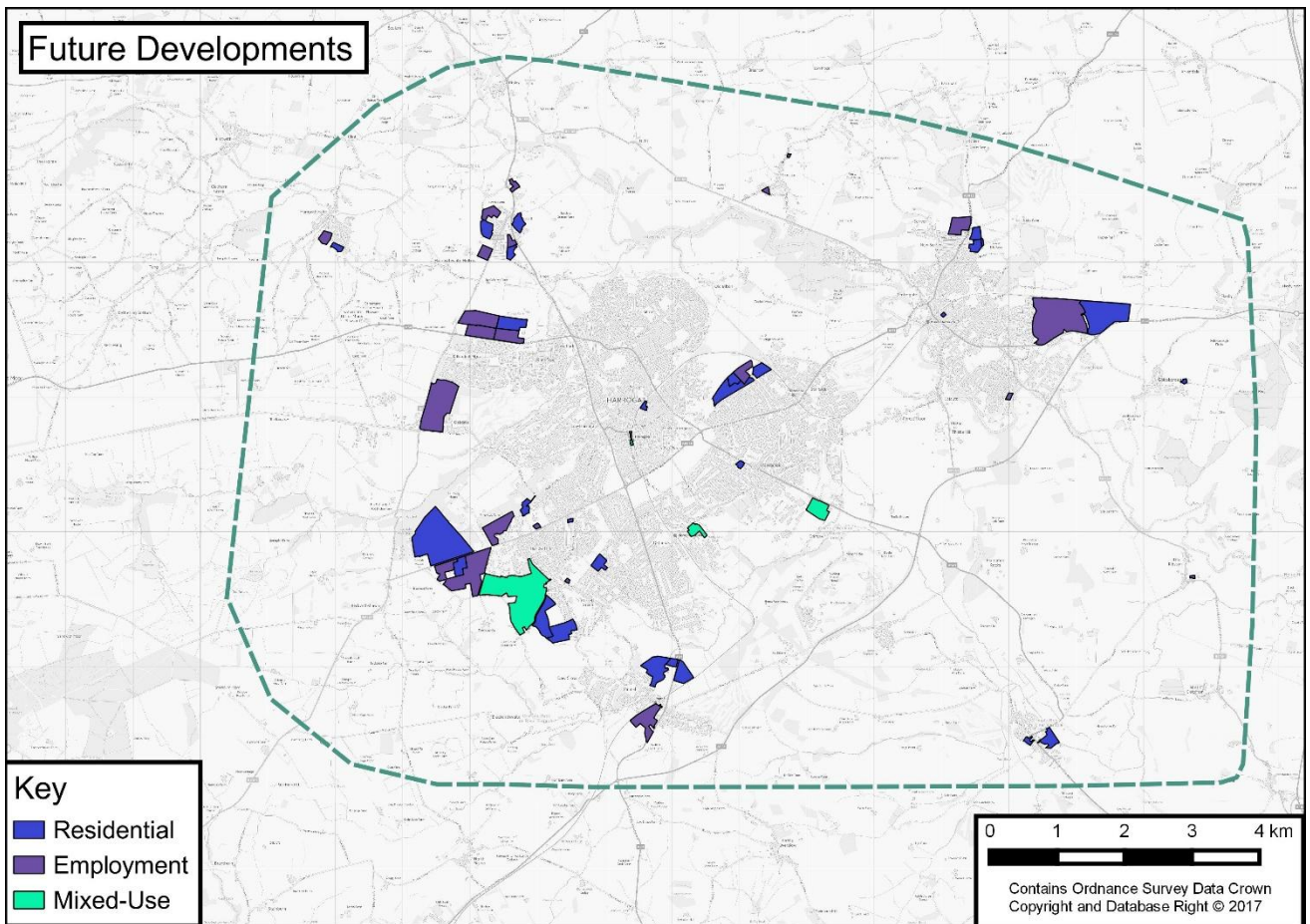
3.4 FUTURE SITUATION

PLANNED AND ASPIRATIONAL GROWTH

3.4.1. Planned and aspirational growth is an important consideration when implementing new walking infrastructure. New developments may become significant origins and destinations due to size, capacity or influence and therefore a link to the walking network would be necessary.

COMMITTED DEVELOPMENT SITES

Figure 3-8 – Committed Development Sites



3.4.2. There are currently 4,500 dwellings and 56,000sqm of employment space with existing planning permissions across the Harrogate District, shown in Figure 3-8. Two of the largest sites are Manse Farm and Flaxby Green Park:

Manse Farm

3.4.3. Manse Farm, an urban extension to the east of Knaresborough and located on the A59, has planning permission for the provision of:

- 600 dwellings;
- 2.5ha employment land;
- 2,800sqm retail;
- Primary school; and

i Rail halt.

3.4.4. The site will be accessed via two roundabout junctions from the A59.

Flaxby Green Park

3.4.5. An outline planning application has been submitted for land adjacent to the proposed Flaxby site for development of a business park. Flaxby Green Park is promoted as having the potential to contribute to Harrogate's economic diversification targets over the 13ha site. It is also proposed that a new rail halt will be part of the development, which would provide more sustainable access to the site. Although the site is just outside the eastern boundary of the study area, the development has the potential to have impacts within Harrogate and particularly Knaresborough, and there may be opportunities for synergy with any walking infrastructure proposals in the vicinity.

Housing and Employment Growth

3.4.6. The York, North Yorkshire & East Riding SEP sets out a key ambition for doubling housebuilding across the LEP area, meaning that at least 5,000 new homes will be built each year up to 2021 and beyond; Harrogate is identified as one of the growth towns in the A1/A19 corridor and, as such, would be a focus for new development in the region.

3.4.7. The Harrogate Borough Council Local Plan sets out provision for approximately 11,700 new homes and 25 hectares of employment land across the District by 2035 (from a 2014 baseline). This is based on an assessed need for 557 dwellings per annum, and the Council's Employment Land Review, which forecast 7,930 additional jobs across all sectors over the same period.

3.4.8. The Strategic Housing and Economic Land Availability Assessment (SHELAA), carried out in 2016, states that approximately 5,500 dwellings and 7.8 hectares of employment land is expected to be delivered in Harrogate itself. Figure 3-8 illustrates the locations identified for housing development in the Harrogate and Knaresborough area and the locations identified for employment related development.

New Settlement Options

3.4.9. The HBC Local Plan proposes the majority of new housing and employment growth in the main settlements, ensuring development is provided in locations considered most sustainable.

3.4.10. However, the Local Plan considers that there are insufficient available and suitable sites within these areas to meet development needs. As such, proposals are put forward for the development of a new residential settlement, which will help to meet growth needs within the Local Plan period and beyond; two options are currently being considered for this:

i Land at Flaxby; and

i Land at Hammerton (Green Hammerton / Kirk Hammerton / Cattal).

3.4.11. The Flaxby site is located adjacent to the A59 and A1(M) and is currently a golf course; the draft Local Plan proposes that this would be developed to provide a yield of 3,244 dwellings over 196ha.

3.4.12. The Hammerton site surrounds the village of Green Hammerton and is also located on the A59, 6km west of Junction 47 of the A1(M) approximately half way between Harrogate and York. The Draft Local Plan sets out that the site could accommodate around 2,800 dwellings together with community uses and local employment opportunities.

- 3.4.13. HBC has already undertaken a significant amount of work regarding infrastructure provision. This has indicated that development of a new settlement at either of the proposed locations would have an impact on Junction 47 of the A1(M).
- 3.4.14. While neither site lies within the study area, considering the commuting patterns in the near vicinity it is likely that significant growth in either location will increase demand for travel into Harrogate.

Wider Strategic Growth

- 3.4.15. In addition to growth within the Harrogate District itself, consideration has also been given to strategic growth in neighbouring authorities, particularly those that contribute significantly to trips on the highway network within the study area.
- 3.4.16. Housing and employment growth is set out in Local Plans for the neighbouring authorities of Craven, York, Leeds and Bradford. Planned growth across these areas, excluding Harrogate, includes in excess of 136,000 new houses and over 700ha of employment space. Most of the new houses and employment space is planned south of Harrogate in Leeds and Bradford (112,100 houses and 635ha of employment space combined). There are also 17,000 houses and 27ha of employment space planned to the east of the study area in York.

TRANSPORT SCHEMES AND INITIATIVES

- 3.4.17. In addition to documented policy objectives, the HWIP also needs to consider existing transport schemes. There are several transport schemes and initiatives of note within the study area which are either programmed or are currently being investigated and option tested. This chapter presents an overview of the relevant proposals within the study area.

Otley Road Scheme

- 3.4.18. In April 2017 NYCC submitted a bid for a share of the government's £490m National Productivity Investment Fund (NPIF) to reduce congestion and increase efficiency in West Harrogate. In October 2017, the DfT confirmed that the Otley Road scheme would receive £3.2million of government funding, which combined with local contributions would provide a total of £4.6million.
- 3.4.19. In relation to cycling the main elements of the package are the provision of an off-carriageway cycle route along Otley Road between Cardale Park and the Prince of Wales roundabout and the provision of sustainable transport facilities at Cardale Park. The route includes both fully segregated and shared use sections with pedestrian design considerations examined to ensure that the conversion of footways into shared use routes does not result in reduced safety or displacement of existing users.
- 3.4.20. Surveys and design work for the Otley Road cycle route commenced in April 2018 with public engagement taking place in 2019. Work on the scheme is currently planned to commence in June 2020.

Junction Improvements

- 3.4.21. NYCC is making numerous improvements to junctions across the study area, to alleviate congestion issues at specific locations. Planned improvement locations include:
- ┆ Bond End, Knaresborough (part of the Manse Farm development);
 - ┆ Chain Lane, Knaresborough (part of the Manse Farm development);
 - ┆ Gracious Street, Knaresborough (part of the Manse Farm development);

- i A61 / Kings Road / Crescent Road, Harrogate (Harrogate Convention Centre);
- i Oaker Bank / Pennypot Lane, Harrogate;
- i Otley Road / Pot Bank, Harrogate; and
- i A61 Leeds Road / Burn Bridge Lane, Harrogate (Local Safety Scheme).

3.4.22. While these schemes are designed to improve junction operation at a local level, it is considered that the benefits are likely to be short term and that a more strategic and long-term solution is required, as noted in various policy and strategy documents.

Harrogate Transport Improvements Programme

- 3.4.23. In 2017 WSP was commissioned by North Yorkshire County Council (NYCC) to undertake work associated with addressing issues of urban congestion in and around Harrogate and Knaresborough with a study originally titled 'Harrogate Relief Road Study'. This was as a consequence of elected members wishing to understand whether or not historically developed relief road alignments would be beneficial in tackling congestion in the towns, or whether those alignments were no longer fit for purpose and could be rescinded.
- 3.4.24. The first stage of this work culminated in November 2017 with the publication of an Options Assessment Report (OAR) that presented a number of potential 'Packages of Interventions', which could potentially be implemented to bring about congestion relief on the local highway network.
- 3.4.25. In December of the same year the decision was taken by NYCC's Executive to further develop two of the Packages (B and E) emerging from the study, particularly in respect of the non-relief road interventions. Package B was titled 'Demand management and travel behaviour' and focused on the provision of travel information, managing traffic and travel planning. At this time and as the project moved to the next stage, it was renamed the 'Harrogate Congestion Study', to better reflect the direction that the work had taken.
- 3.4.26. Over the course of 2018, WSP undertook further high-level option development work for each of the interventions contained within Packages B and E. The further option development work included consideration of potential locations and extents for the interventions, indicative costs and high-level appraisal of anticipated benefits; this allowed for an indicative Benefit to Cost Ratio (BCR) to be calculated for each of the Packages. An OAR Addendum, setting out the work undertaken, was published in October 2018.
- 3.4.27. Following the work undertaken, to further develop the interventions, NYCC's Executive took the decision to go out to early public consultation in 2019 to gather local opinion on the potential interventions being proposed. The consultation ran for twelve weeks between April and July. Following significant promotional activity and a series of exhibition events over 15,000 responses were received to the consultation.
- 3.4.28. Following completion of the consultation exercise, WSP was commissioned to analyse the responses received. The outcomes demonstrated a lack of support for the proposed relief road alignment, and a corresponding level of support for interventions aimed at encouraging the use of more sustainable modes of transport.
- 3.4.29. The outcomes of the consultation were reported back to both the Harrogate & Knaresborough, and Ripon & Skipton Area Constituency Committees, alongside a proposed recommendation to further investigate and develop potential sustainable transport interventions. This recommendation was approved by NYCC's Executive Committee and led to the commission of the Harrogate Transport

Improvements Project (HTIP). HTIP is currently ongoing with multiple workstreams looking at different aspects of transport and mobility in the area. The six workstreams are as follows:

- i Cycling;
- i Bus Infrastructure;
- i Park & Ride;
- i Highway Schemes (testing of a standalone Killinghall Bypass and Western Relief Road);
- i Smarter Choices and Behaviour Change; and
- i Junctions Improvements.

3.4.30. Walking does not feature as a standalone workstream because it is being taken forward through this WIP, which when complete will, together with the CIP, form an LCWIP for the Harrogate and Knaresborough area.

Transforming Cities Fund

3.4.31. As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the Transforming Cities Fund (TCF) aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the fund will support infrastructure investment to improve public and sustainable transport connectivity in some of England's largest cities.

3.4.32. Funding for TCF Tranche 2 programmes was announced in March 2020, in which the Leeds City Region was awarded £317m. The Leeds City Region covers Leeds, Bradford, York, Wakefield, Calderdale, Kirklees, Craven, Harrogate, and Selby.

3.4.33. As part of this award, Harrogate was allocated £7.9m to support a package of cycling and walking interventions, focussed around enhancing access to and from Harrogate Rail Station. The package includes the provision of dedicated cycling infrastructure on key corridors, public realm and pedestrianisation enhancements and associated improvements to local junctions and signals.

3.4.34. The aims of the TCF proposals for Harrogate directly support the aspirations of the CIP and WIP, and link directly with several of the priority cycling and walking corridors identified respectively in each.

Public Realm Design Code and Station Gateway Masterplan

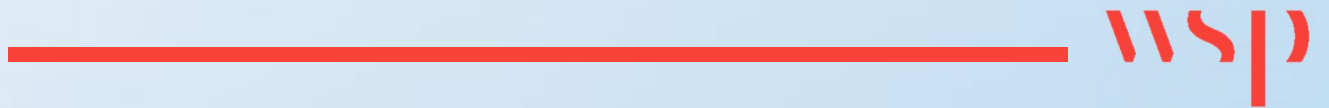
3.4.35. To realise the vision and ambition for Harrogate Town centre, NYCC and HBC are progressing the development of a Design Code for Harrogate Town Centre and a Station Gateway Masterplan.

3.4.36. The purpose of the Design Code is to set the quality and performance parameters within which public realm schemes are to be designed and implemented across Harrogate Town Centre. The Design Code will provide continuity in the public realm across the Town through establishment of a spatial hierarchy and/or street typology with the provision of a simple palette of materials and furniture, supported by generic detailing to meet the functional and sustainable requirements of Harrogate's streets and public spaces.

3.4.37. The Station Gateway Masterplan package will follow the Design Code parameters to set out how this focussed design area can realise the vision and principles set out in the Design Code. Realisation of the design code ambitions will ensure the Station Gateway Masterplan package provides a world-class public realm space that improves the integration of the transport hub to the wider Town Centre..

4

GOOD PRACTICE REVIEW



4 GOOD PRACTICE REVIEW

4.1 OVERVIEW

- 4.1.1. Streets need to manage a wide range of road users and their competing demands by providing clear but flexible spaces, with consistent and legible features that acknowledge where, when and how users should interact.
- 4.1.2. Continuous improvement of the street environment and of public places is critical to meet the changing demand and expectations as urban areas grow and diversify. This will rely on best practice, creativity and innovation to develop places that cater for the current and future users.
- 4.1.3. Priorities should be applied to best provide for efficient and safe movement of people, goods and services, while reflecting and enhancing the character of the place. Balancing user priorities, especially the needs of pedestrians and cyclists, is often challenging in busy urban contexts. There is a need to carefully consider configurations, phasing and infrastructure to respond to the most challenging junctions and increase permeability.
- 4.1.4. This high-level review of best practice highlights the salient points from a range of industry-leading documents, discussing how each document could shape the emerging walking networks in the study area. It provides a collection of inspirational and innovative solutions, which, throughout the formulation of the Harrogate Walking Infrastructure Plan have aided discussion and debate and were considered for potential inclusion.
- 4.1.5. The best practice review considers different levels of segregation and draws on experience within the consultancy team, as well as a wide range of literature, most notably the following documents:
- ┆ Creating Better Streets: Inclusive and Accessible Places – Review of Shared Space (CIHT, 2018)
 - ┆ Streetscape Guidance (TfL, 2016);
 - ┆ The Planning for Walking Toolkit (TfL, 2020);
 - ┆ Local Transport Note 1/20: Cycle Infrastructure Design (DfT, 2020);
 - ┆ Planning for Walking (CIHT, 2015);
 - ┆ Designing for Walking (CIHT, 2015);
 - ┆ Design Guidance: Active Travel (Wales) Act 2013 (Welsh Government, 2014);
 - ┆ Manual for Streets 2 (CIHT, 2010); and
 - ┆ Providing for Journeys on Foot (CIHT, 2000).

4.2 WALKING GUIDANCE AND BEST PRACTICE

CREATING BETTER STREETS: INCLUSIVE AND ACCESSIBLE PLACES – REVIEW OF SHARED SPACE (CIHT, 2018)

- 4.2.1. This CIHT document examines the current debate regarding the effectiveness and safety of shared space initiatives in the UK through a review of several case studies, as well as an exploration of the relevant legislation.
- 4.2.2. The report recommends that future projects be scored against several objectives:
- ┆ Whether a scheme represents an inclusive environment or not;
 - ┆ Ease of movement for all users; and

- i Quality of place and economic benefit.

4.2.3. The report recognises the difficulty that defining ‘shared space’ schemes has had in hampering any meaningful discussion about them. Three types of shared space schemes were identified through a review of case studies, each with different characteristics:

- i Pedestrian prioritised streets;
- i Informal streets; and
- i Enhanced streets.

4.2.4. The report intends that using these distinctions will provide greater clarity for designers, decision makers, stakeholders and users and calls for these (or similar) ‘shared space’ street typologies to be adopted by government. It also suggests that these criteria be used to determine the effectiveness of a scheme post-implementation.

4.2.5. The document also recommends that local authorities set clearer outcomes during the design stage of a shared space scheme and that government emphasises the importance of stakeholder engagement. Calls were also made for the government to review several different specific elements of shared space initiatives.

STREETSCAPE GUIDANCE (TFL, 2016)

4.2.6. TfL’s Streetscape Guidance document is guided by three major functions:

- i To encourage designers of streetscapes to use robust design methods;
- i To highlight the level of ambition that is required to develop high-quality levels of service; and
- i To highlight best practise design principles.

4.2.7. The document’s design considerations takes examples from case studies all over London where the successful redesign of streets has taken place and, where practical and appropriate, encourages the trialling and testing of new transport schemes and initiatives in order to stimulate future street improvements.

4.2.8. Different street types are recognised as supporting different functions which must balance the sometimes-competing functions of movement and place. Technical guidance on different design principles complements these considerations, with detailed information on different street components.

THE PLANNING FOR WALKING TOOLKIT (TFL, 2020)

4.2.9. The Planning for Walking Toolkit is a handbook providing advice for planners and designs involved in the redesigning or creation of public realm, including streets, off-road footpaths and public spaces across London. The toolkit is based on embedding good practice urban design principles in the planning and design process and sets out these principles along with a toolkit to develop an effective design brief for a scheme.

4.2.10. Parts of the toolkit are only relevant to the London context within which it was developed, however, many elements of the approach included in the toolkit are relevant for use elsewhere and worth considering in the context of the WIP.

4.2.11. The toolkit defines seven design principles for effective walking networks, they are to be:

- i Safe;
- i Inclusive;

- i Comfortable;
- i Direct;
- i Legible;
- i Connected; and
- i Attractive.

4.2.12. Application of these design principles is demonstrated with examples of important elements of inclusive street design, such as:

- i Appropriate footway widths;
- i Delineation using tactile paving or kerb upstands of the correct size; and
- i The use of seating and street furniture to provide resting points without compromising the navigability of the walking environment.

4.2.13. The toolkit also emphasises the importance of planning for walking during the construction of scheme and how schemes will be to be maintained effectively once in place. These are both important factors to consider in the implementation of scheme so that the short-term disruption is minimised, and the long-term impact of the scheme is not compromised.

4.2.14. The toolkit advises understanding the issues relating to walking at different spatial scales – at a city and neighbourhood scale. This approach to considering issues can be applied to the WIP by substituting the city for town for application in the study area. At a city scale, the toolkit advises understanding issues by looking at:

- i Trip generators;
- i Movement corridors;
- i Street types;
- i Areas of high potential; and
- i Links to green infrastructure and public transport.

4.2.15. At a neighbourhood scale the toolkit advises looking at issues but using the following methods:

- i Identification of barriers and severance;
- i Catchment area analysis;
- i Street level auditing

- o Crossing locations;
- o Footway interruptions;
- o Kerbside activity;
- o Land use and entrance points; and
- o Visual space from the street.

4.2.16. This in the Planning for Walking Toolkit overlaps with much of the DfT LCWIP guidance which forms the basis of the approach to develop the CIP and WIP.

LTN 1/20: CYCLE INFRASTRUCTURE DESIGN

4.2.17. LTN 1/20 provides guidance and good practice for the design of cycling infrastructure in support of the DfT Cycling and Walking Investment Strategy. LTN 1/20 replaces LTN 2/08: Cycle Infrastructure Design and LTN 1/12: Shared Use Routes for Pedestrians and Cyclists with have been withdrawn.

4.2.18. While the document is predominantly focused on the design of cycle infrastructure, LTN 1/20 also includes guidance on designing effectively for pedestrians. The notable change that the guidance

brings is treating bicycle and pedestrian traffic as separate entities with different characteristics. As such, shared use provision, which had featured heavily in previous guidance (e.g. LTN 2/08 and LTN 1/12), is to only be used under limited circumstances.

- 4.2.19. The Government expects that local authorities will demonstrate they have given due consideration to the guidance when designing new cycle and walking schemes and when applying for Government funding that includes cycle and pedestrian infrastructure.
- 4.2.20. The Government intends that all proposed schemes will be checked against the summary principles set out in LTN 1/20 by a new inspectorate before any funding is agreed. It is also set out that completed schemes will be inspected to ensure that they have been delivered in compliance with LTN 1/20.

PLANNING FOR WALKING (CIHT, 2015)

- 4.2.21. CIHT's Planning for Walking document describes the early stages of how best to implement walking strategies. The document begins by exploring current walking trends and characteristics, before explaining the benefits of walking and the problems and barriers pedestrians face.
- 4.2.22. The legal and regulatory context of walking is examined, setting the scene for how effective strategies can be envisaged and planned, describing how walking catchments, desire lines, pedestrian safety and other aspects of the pedestrian environment can contribute towards planning for walking.
- 4.2.23. Examples of ways in which local authorities have encouraged greater levels of walking for all purposes are described, such as through the implementation of travel plans or promotional campaigns, before considering potential trends, opportunities, and challenges which could affect levels of walking in the future.

DESIGNING FOR WALKING (CIHT, 2015)

- 4.2.24. Designing for Walking follows on from CIHT's Planning for Walking (see above), with this document explaining how facilities for walking should be designed.
- 4.2.25. Design considerations that affect the quality of the walking environment are considered, as are other factors including the assessment of options for crossing streets, assessment of pedestrian routes, the necessity of pedestrian guard railing, the use of tactile paving, way finding, journey end facilities/interchanges, and the use or impact of street features and furniture.

DESIGN GUIDANCE: ACTIVE TRAVEL (WALES) ACT 2013 (WELSH GOVERNMENT, 2014)

- 4.2.26. This statutory guidance document provides details on the planning, design, construction and maintenance of active travel networks and infrastructure in Wales, addressing both walking and cycling provision.
- 4.2.27. The document presents a summary of the legal and policy framework enshrining the Active Travel Act, and describes how the Act mandates local authorities to develop active travel network maps in order to show existing infrastructure provision and to demonstrate where new active travel routes will be developed.

- 4.2.28. The guidance explains the processes of creating new and improving existing walking and cycling infrastructure, as well as setting out how to successfully engage with stakeholders and members of the public when considering active travel improvements.
- 4.2.29. The document sets out five essential design criteria for new cycling and walking infrastructure, which are: Coherent, direct, safe, attractive and comfortable. The guidance presents different design elements to achieve these criteria in a range of different conditions.
- 4.2.30. Within the appendices of the document, detailed guidance is provided to assist designers in developing appropriate infrastructure for a wide range of scenarios taking into account constraints that may be present, such as cost, acceptability and deliverability. Each element is given a rating as to whether the infrastructure is well understood and widely used or whether the element has been largely untested in Wales, but has been adopted elsewhere.
- 4.2.31. Further guidance is also given on the assessment of walking routes, with a scoring system used to determine whether a route provides good quality provision for pedestrians or not, using the five core design criteria.

MANUAL FOR STREETS 2 (CIHT, 2010)

- 4.2.32. Manual for Streets 2 (MfS2) builds on the guidance contained in MfS1, exploring in more detail how and where to apply its key principles, ensuring streets are designed with pedestrians considered first, promoting collaboration and engagement between different parties, setting a clear vision and objectives, and developing innovative approaches to street design.
- 4.2.33. The characteristics of different street types are explored, emphasising how town centre and city centre streets often have to serve multiple different functions and support multiple different users. Possible interventions to consider in these environments include vehicle access restrictions and adoption of an area-wide public realm strategy and streetscape manual.
- 4.2.34. The latter part of the document explores the detailed design of several streetscape elements. Regarding pedestrian provision, the document advises that:
 - ┆ The propensity to walk is influenced not only by distance, but also by the quality of the walking experience;
 - ┆ Good sightlines and visibility towards destinations and intermediate points are important for way-finding and personal security;
 - ┆ Pedestrian routes need to be direct and match desire lines as closely as possible, including across junctions, unless site-specific reasons preclude it;
 - ┆ Pedestrian networks need to be connected. Where routes are separated by heavily-trafficked roads, appropriate surface-level crossings should be provided where practicable;
 - ┆ Pedestrians should generally be accommodated on multifunctional streets rather than on routes segregated from motor traffic. In situations where it is appropriate to provide traffic-free routes they should be short, well-overlooked and relatively wide;
 - ┆ Obstructions on the footway should be minimised. Street furniture on footways can be a hazard for vulnerable people; and
 - ┆ There is no maximum width for footways—widths should take account of pedestrian volumes and composition.
- 4.2.35. Regarding footway provision, recommendations include providing footways along both sides of the highway, ensuring footways are of a sufficient width to cater for peak demand without causing

crowding or potentially risking people getting pushed into the carriageway, taking space away from the carriageway in order to create a better-balanced street and rationalising street furniture.

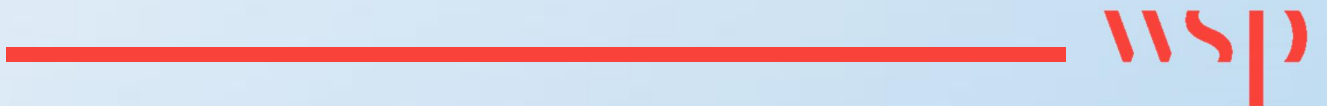
- 4.2.36. The document's appendices include several case studies, explaining the design elements used and evaluating whether the interventions were successful or not.

PROVIDING FOR JOURNEYS ON FOOT (CIHT, 2000)

- 4.2.37. Providing for Journeys on Foot is one of the earliest publications exploring ways in which local authorities should plan and provide for pedestrians, maintain walking infrastructure and promote walking, and while almost 20 years old, the principles it promotes are still highly relevant.
- 4.2.38. The document sets out 'The Five Cs' (connected, comfortable, convenient, convivial and conspicuous) as being the most important considerations when assessing the overall quality of the existing environment and when designing new infrastructure.
- 4.2.39. Urban design principles are also endorsed, taking into consideration the importance of multi-disciplinary working. Different aspects of the walking environment are examined in more detail, taking into consideration how pedestrian environments vary, basing design recommendations on these findings.
- 4.2.40. Post-construction aspects of walking provision are also examined, including footway maintenance, promoting walking, and the appraisal and monitoring of pedestrian infrastructure schemes. The document concludes with example checklists and frameworks used to assess existing walking environments and assess possible investment options.

5

DEVELOPING THE WALKING NETWORK



5 DEVELOPING THE WALKING NETWORK

5.1 OVERVIEW

- 5.1.1. This section of the report details the process undertaken in developing a comprehensive walking network in Harrogate. The process follows the best practice guidance available in the DfT LCWIP Technical Guidance (DfT, 2017), which sets out the recommended steps for mapping a future walking network and identifying infrastructure improvements.
- 5.1.2. The output of this process is the Walking Network Map (WNM); the WNM identifies the preferred walking routes and core walking zones for further development.
- 5.1.3. The following sub-sections describe the process undertaken in developing the WNM for the Harrogate WIP Study Area.

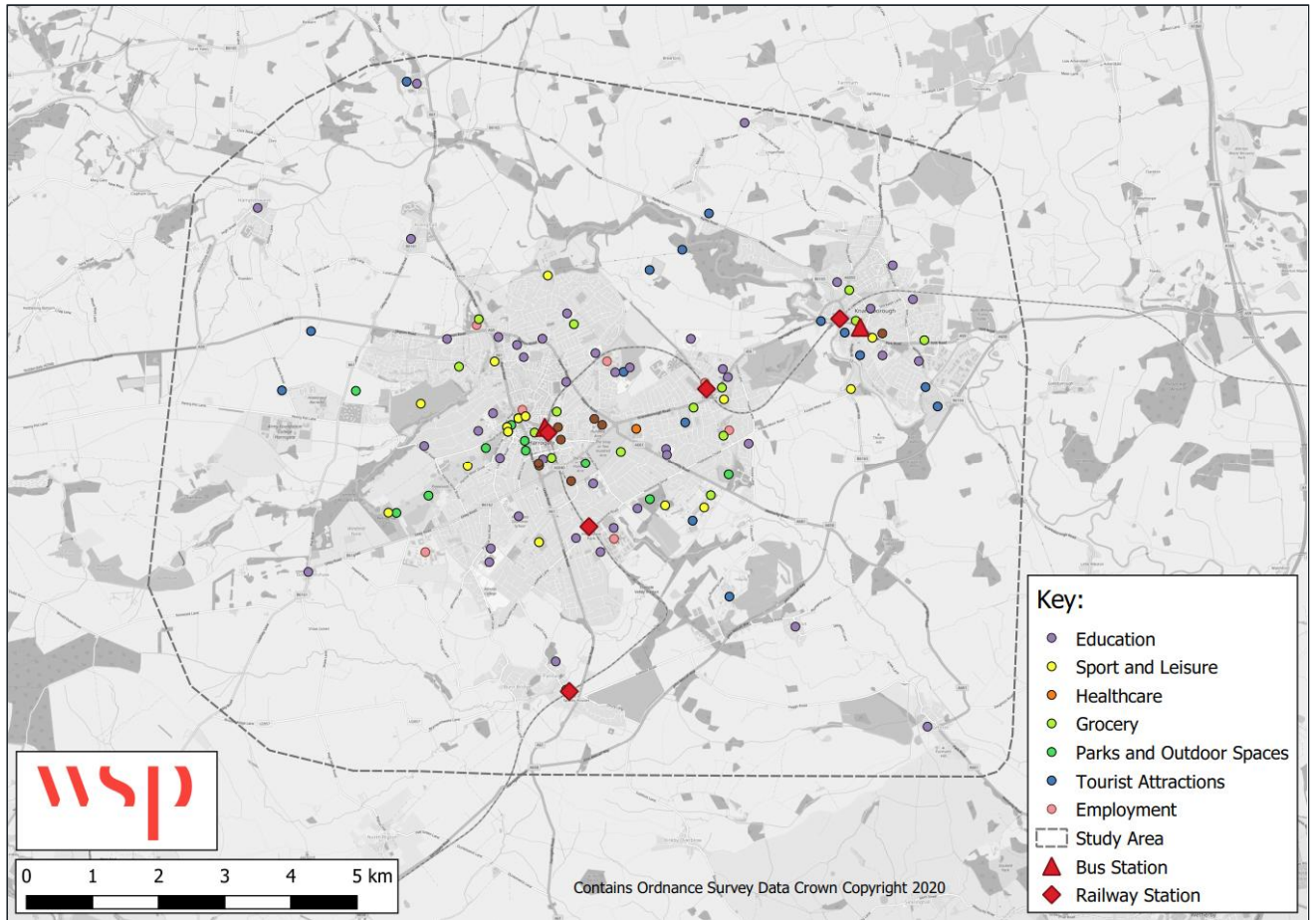
5.2 METHODOLOGY

- 5.2.1. The development of the walking network map can be divided up into a 7-step process. These are as follows:
 - ┆ Step 1 – Mapping Walking Trip Generators;
 - ┆ Step 2 – Identifying Core Walking Zones;
 - ┆ Step 3 – Identifying Key Walking Routes;
 - ┆ Step 4 – Consider a Route Hierarchy;
 - ┆ Step 5 – Produce a Draft Walking Network;
 - ┆ Step 6 – Validation and Review; and
 - ┆ Step 7 – Produce Final Network Map.
- 5.2.2. The following sub-sections describe the process undertaken in developing the WNM for the Harrogate WIP study area.

5.3 STEP 1 – MAPPING WALKING TRIP GENERATORS

- 5.3.1. The LCWIP guidance references the importance of basing network planning around the identification of trip origins and destinations. The trip generators that were identified in relation to walking are as follows:
 - ┆ Education establishments – primary, secondary and tertiary;
 - ┆ Sport and leisure – sport and leisure facilities and sports clubs and venues;
 - ┆ Healthcare – hospital;
 - ┆ Grocery – food retail;
 - ┆ Park and outdoor spaces – green spaces, gardens and parks;
 - ┆ Tourist attractions – visitor attractions and caravan and camping sites;
 - ┆ Employment – large employment areas; and
 - ┆ Transport – public transport stations and interchanges.
- 5.3.2. The identified trip generators were reviewed by NYCC and HBC at the stakeholder workshop in December 2019 (see Section 3.2) with the final trip generators presented Figure 5-1.

Figure 5-1 – Walking Trip Generators



5.4 STEP 2 – IDENTIFYING CORE WALKING ZONES

- 5.4.1. Following the identification of walking trip generators, the next stage is to identify Core Walking Zones (CWZs).
- 5.4.2. CWZs are areas that consist of several walking trip generators located in proximity to each other (e.g. town centre, business park, university campus, etc). These CWZs are most likely to attract trips for utility and commuting purposes but may also generate leisure trips depending on their characteristics.

DRAFT CORE WALKING ZONES

- 5.4.3. Based on the identification of trip generators, two draft CWZs were identified in the study area – Harrogate and Knaresborough town centres.
- 5.4.4. As per LCWIP guidance, an approximate five-minute walking distance of 400m can be used as a guide to the minimum extents of CWZs. Each identified CWZ has therefore been plotted using a proxy central point, with a GIS-based isochrone tool and the local highway network used to map the CWZ five-minute extents. The draft CWZs are presented in Figure 5-2 and Figure 5-3.

Figure 5-2 – Draft Core Walking Zone: Harrogate



Figure 5-3 – Draft Core Walking Zone: Knaresborough



- 5.4.5. While the LCWIP study area is of a sufficiently compact size to facilitate a cycling journey within the maximum desirable distance (5km) between trip generators, the draft CWZs represent two distinct walking areas when considering the maximum desirable walking distance (2km).
- 5.4.6. While there is likely to be some demand for active travel between the two, the emerging Knaresborough WNM focuses on the two distinct urban areas as separate sub-areas, within which most walking trips are likely to occur.

FINAL CORE WALKING ZONES

- 5.4.7. The draft CWZs were presented to stakeholders from NYCC and HBC at an internal stakeholder workshop in December 2019. There was agreement that the Harrogate and Knaresborough CWZs were appropriate given the cluster of trip generators and the importance of walking trips to and around these areas.
- 5.4.8. Additionally, the attendees suggested several additional CWZs within the study area that they felt should be considered:
 - i Starbeck – The area of the A59 near the railway station and the shops is seen as a key destination for the immediate area. The area also includes employment and community facilities (e.g. library and swimming pool). Local Plan housing development sites are located north of this area.

- i Hornbeam Park – The site is a key employment and education destination with potential for walking trips within it and to nearby locations, such as the railway station. The site is also a potential gateway for a walking (and cycling) route through to the Showground.
- i Claro Road – There is concentration of employment at the northern end of Claro Road and Harrogate High School is located adjacent to the site. The area is also near the Local Plan housing development sites to the north of Starbeck.
- i Cardale Business Park – There is a cluster of employment in this location with adjacent committed and allocated mixed use, housing and employment Local Plan sites.

5.4.9. It was agreed that these additional areas would be added as ‘secondary’ walking zones (SWZs) to reference their status as being important for focusing on walking interventions while not having the same number of trip generators as the CWZs.

5.4.10. Based on the creation of SWZs, following the workshop further analysis was done to identify where other SWZs could be considered. The following locations to be included for consideration are:

- i Bilton – There are several local trip generators on Bilton Lane and King Edward’s Drive, such as a primary school and local food retail units.
- i Jennyfield – In the area around Grantley Road there are local trip generators including food retail, a community centre, nursery and sport centre.

Figure 5-4 – Final Core Walking Zones



5.5 STEP 3 – IDENTIFYING KEY WALKING ROUTES

- 5.5.1. Following the identification of CWZs, The LCWIP guidance recommends that key walking routes to each CWZ should then be identified by mapping a 2km isochrone from the CWZ. 2km is considered to an acceptable walking distance for most people while recognising people may be prepared to walk less or more than this distance. However, the proportion of journeys made by foot typically decreases significantly beyond this distance.
- 5.5.2. This 2km isochrone forms an Extended Walking Zone (EWZ) that encompasses an area in which walking trips to the CWZ could feasibly be made. A GIS-based isochrone tool was used to identify potential walking routes of 2km (approximately a 25-minute journey) for each of the CWZs listed in Step 2.
- 5.5.3. It is recognised that there are some limitations to this method; centroids are used as proxies for each trip generator, and pedestrian movement is unconstrained by infrastructure provision in the same way as vehicles (although the propensity to travel on foot can be heavily suppressed by poor quality infrastructure).
- 5.5.4. The isochrone analysis will be used to help identify movement corridors, within which a combination of stakeholder engagement and site visits further identify specific routes for improvement.
- 5.5.5. A 2km isochrone was used for the primary CWZs of Harrogate and Knaresborough town centres. However, a smaller 1km isochrone was applied to the SWZs to represent the shorter distance trips that are likely to be generated by these SWZs. Figure 5-5 presents the CWZs and SWZs that were established in the previous step with the EWZs added that radiate out from the CWZs and SWZs.

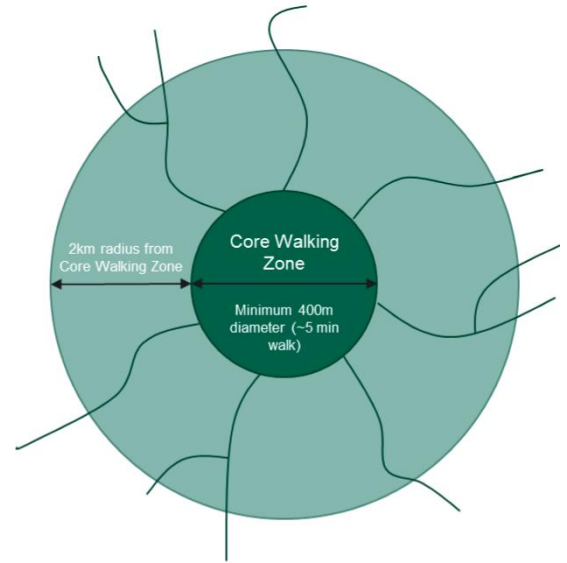
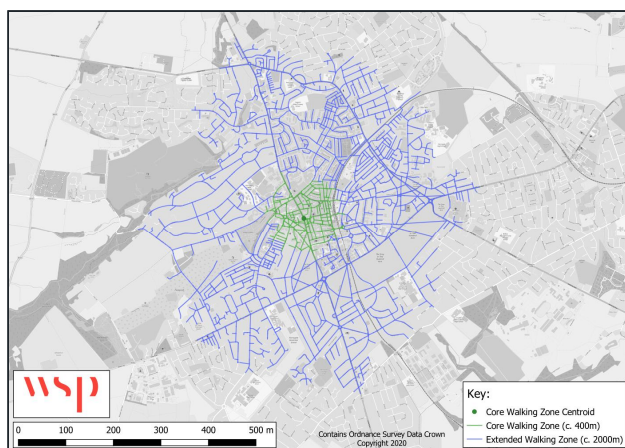
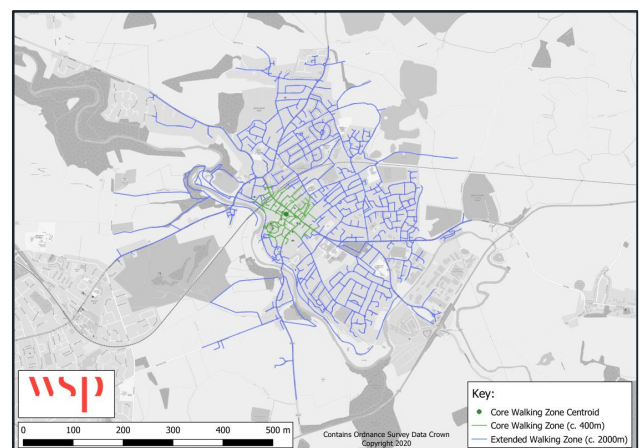


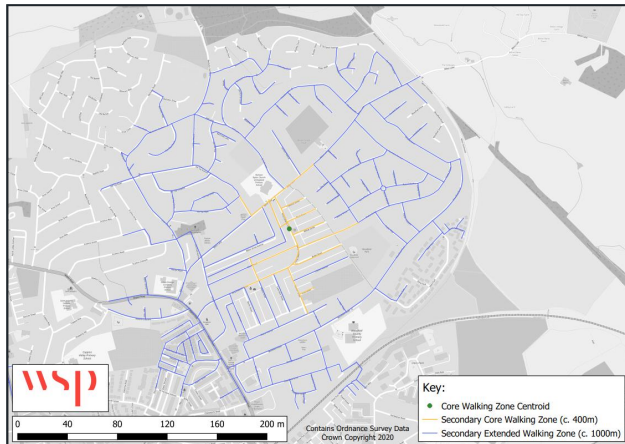
Figure 5-5 – Core & Secondary Walking Zones with Extended Walking Zones



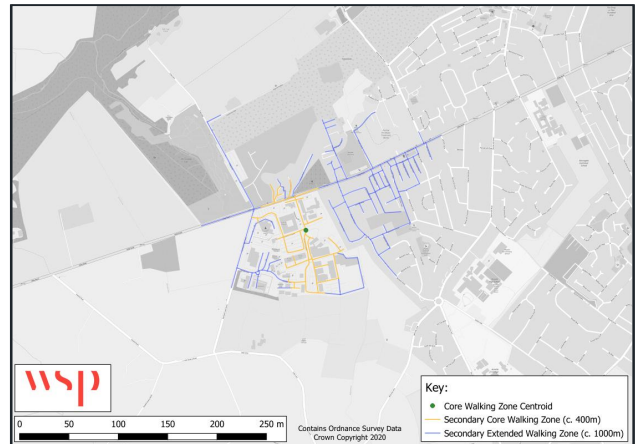
Harrogate



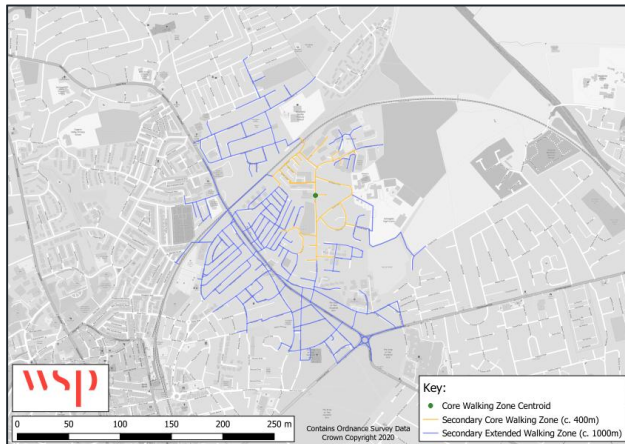
Knaresborough



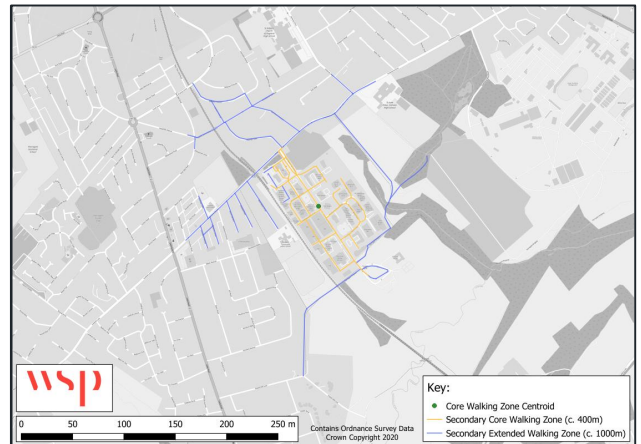
Bilton



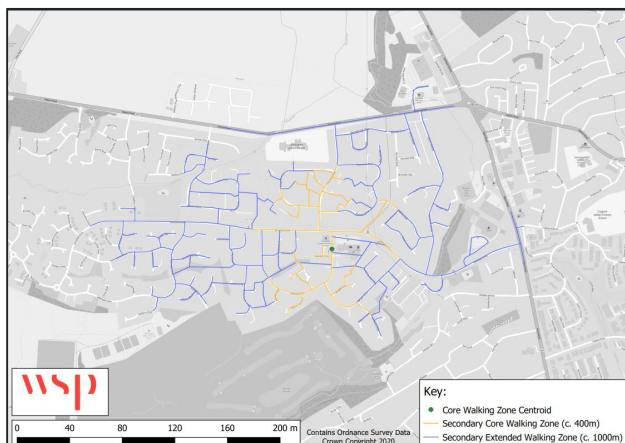
Cardale Park



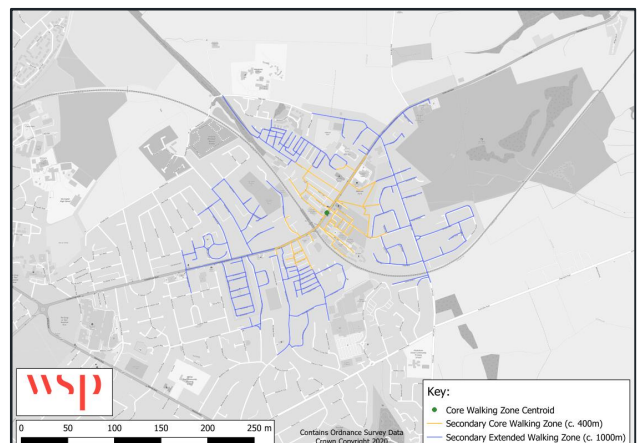
Claro Road



Hornbeam Park



Jennyfield

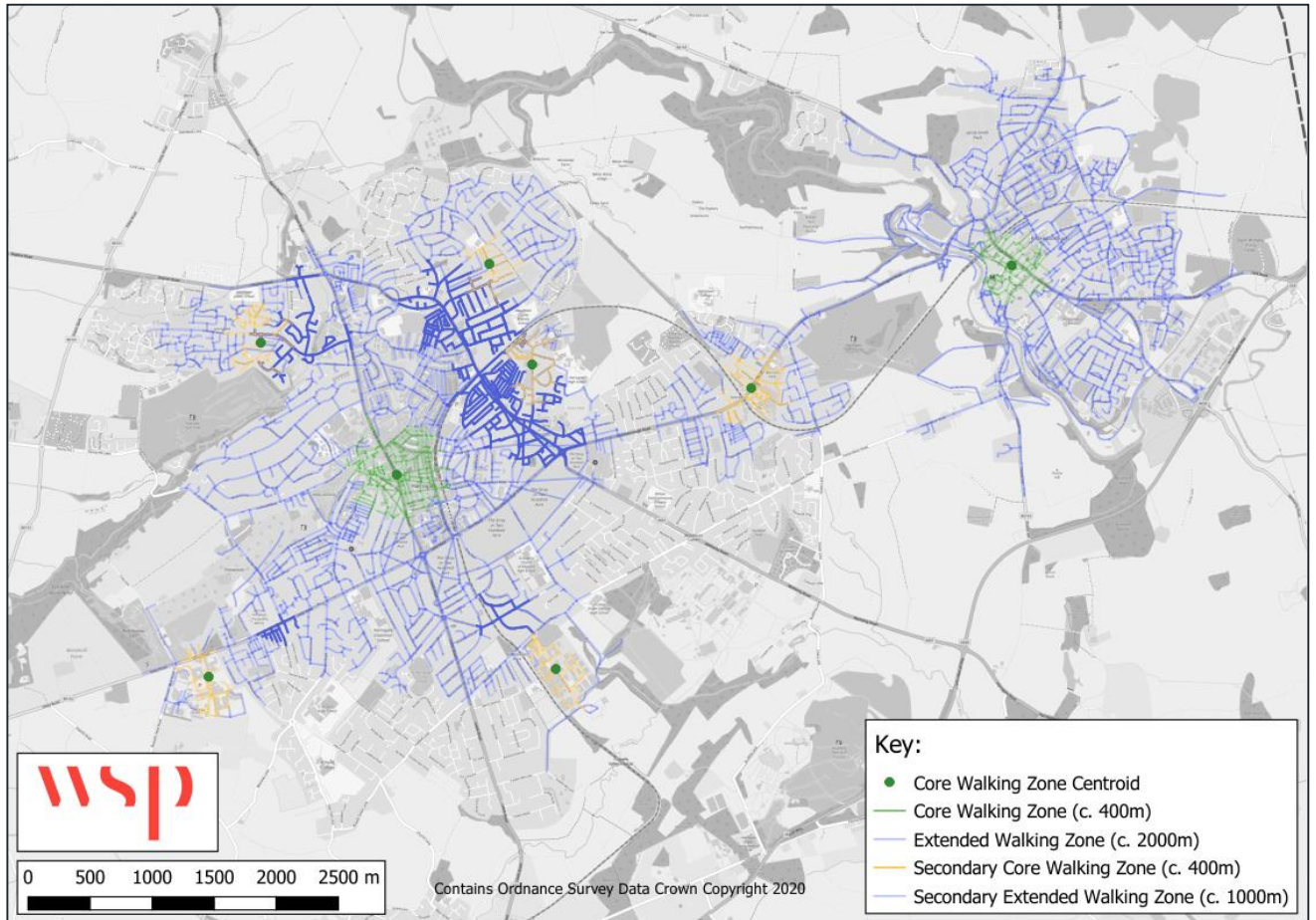


Starbeck

5.5.6. In order to identify the overlap between the CWZs, SWZs and their associated EWZs, the individual plans above have been overlaid and are presented in Figure 5-6. The areas where the EWZs overlap are likely to experience higher pedestrian demand as trip purposes between key origins and destinations overlap. Consequently, such data helps identify primary walking routes and influence

the development of the Walking Network Map. As the isochrones overlap in Figure 5-6, the routes become more solid, illustrating where a route may be of greater importance.

Figure 5-6 – Core & Secondary Walking Zones with Extended Walking Zones (combined)

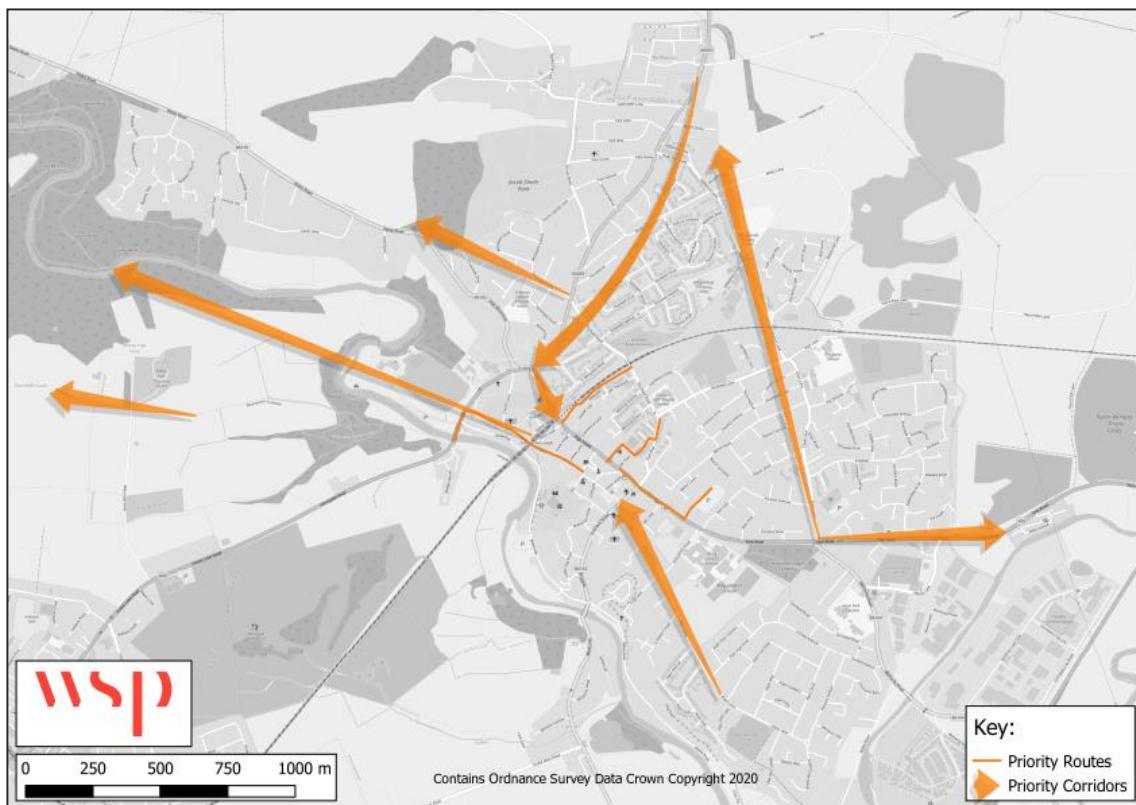


- 5.5.7. Figure 5-6 shows that the Claro Road SWZ is near the Harrogate town centre CWZ which highlights opportunities for walking trips between the two and their respective EWZs. The Cardale Park and Hornbeam Park SWZs are also close to the Harrogate town centre CWZ offering potential for walking trips across the Harrogate area.
- 5.5.8. To identify priority walking routes from the range of routes recognised through mapping the EWZs, stakeholder input was gained at the project workshop that was referenced in section 3.2. To inform the identification of priority routes, the workshop attendees were presented with the evidence base and network development process that is detailed in this report. The attendees were then invited to identify specific routes and broader corridors that should be considered as priorities as part of the WIP.
- 5.5.9. Figure 5-7 and Figure 5-8 present the priority corridors and specific routes that were identified at the workshop.

Figure 5-7 – Workshop priority corridors and routes in Harrogate



Figure 5-8 – Workshop priority routes and corridors in Knaresborough



- 5.5.10. In the Harrogate area it was felt that movements into the town centre were the key priority in order to facilitate short walking trips that may presently be made by private motor vehicle.
- 5.5.11. In the Knaresborough area routes to the town centre were considered important but there it also recognised how links to the St. James Park and the Manse Lane area were important for utility trips. Looking beyond utility routes within the town, links to leisure routes around the Nidd Gorge were also identified for consideration.
- 5.5.12. Based on an analysis of the CWZs, SWZs and their 2km catchments, in addition to existing journey patterns and stakeholder input, the following Key Walking Route corridors have been identified:
- ┆ Jennyfield – Harrogate town centre;
 - ┆ Bilton – Harrogate town centre;
 - ┆ Claro Road area – Harrogate town centre;
 - ┆ Oatlands – Harrogate town centre;
 - ┆ Riverside – Knaresborough town centre;
 - ┆ St. James' Business Park – Knaresborough town centre; and
 - ┆ Scriven – Knaresborough town centre.

5.6 STEP 4 – CONSIDER A ROUTE HIERARCHY

- 5.6.1. Following the identification of key walking routes for each CWZ, each has been prioritised using the definitions provided in the RLG Footway Maintenance Classification¹ as replicated in Table 5-1. Whilst definitions can be tailored to local circumstances, the DfT’s LCWIP technical guidance recommends that a defined classification of footways is used as a basis for establishing where to focus improvements to walking infrastructure.
- 5.6.2. Within this hierarchy the type of infrastructure provided would vary both depending on the link’s position in the network hierarchy, and on the type of link, where it connects to and how it will be used.

Table 5-1 – Footway Hierarchy in ‘Well Maintained’ Highways

Category	Name	Description
1(a)	Prestige Walking Zones	Very busy areas of towns and cities, with high public space and street scene contribution.
1	Primary Walking Routes	Busy urban shopping and business areas, and main pedestrian routes
2	Secondary Walking Routes	Medium usage routes through local areas feeding into primary routes, local shopping centres, etc.
3	Link Footways	Linking local access footways through urban areas and busy rural footways.
4	Local Access Footways	Footways associated with low usage, short estate roads to the main roads and cul-de-sacs.

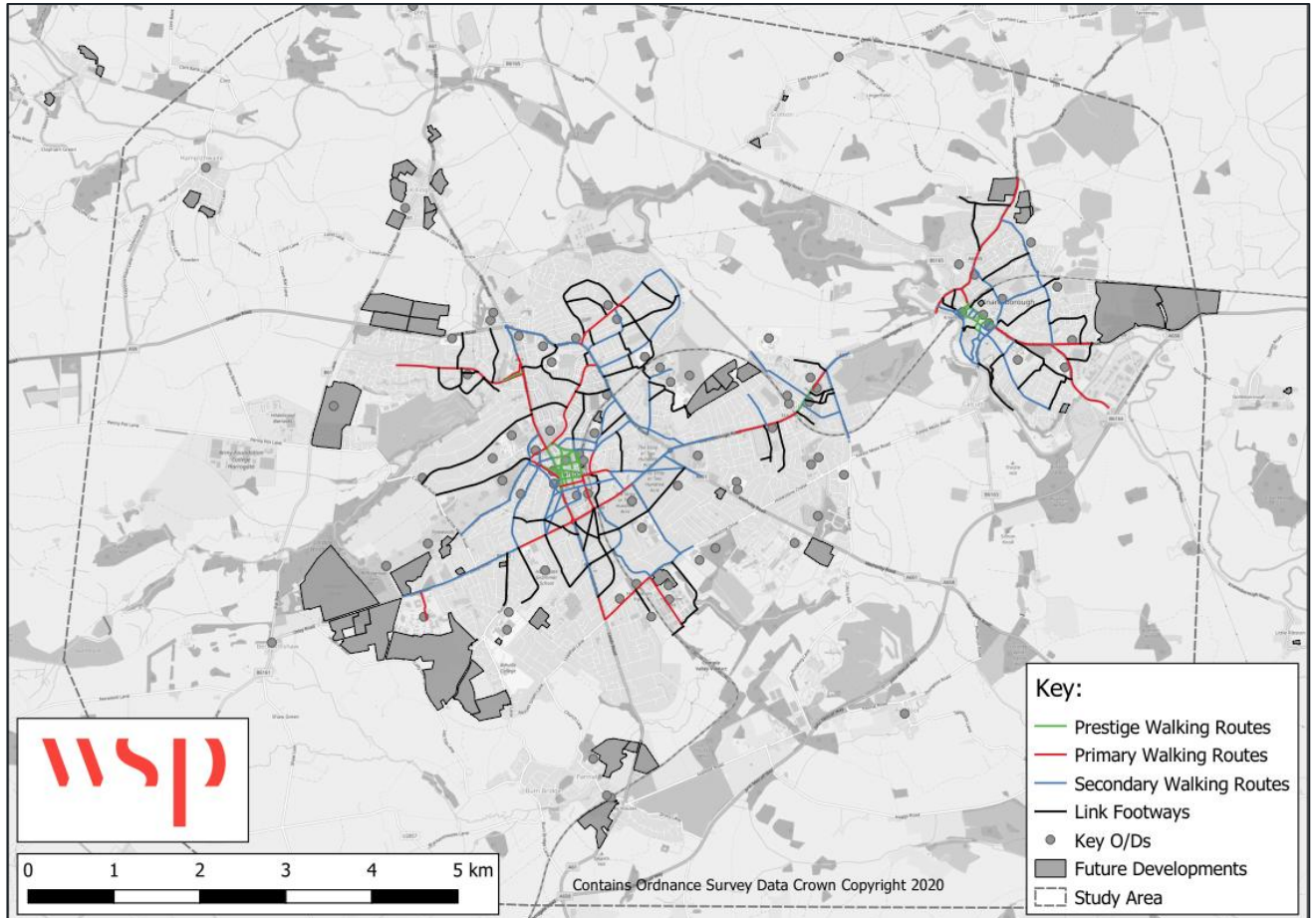
- 5.6.3. Prestige, Primary, Secondary and Link Footways have been mapped as these are expected to have the highest demand for walking trips and are the busiest local routes, based on the definitions above. It is therefore considered that these routes would be the focus for improvements.
- 5.6.4. It should be noted that that these assignments should be considered indicative, and alternative or complementary routes within the corridors may come forward through stakeholder engagement, detailed assessment and design.
- 5.6.5. Further discussion on the identification of routes for each footway hierarchy category are provided below, respective to their location in the study area.

¹ Well-maintained Highways: Code of Practice for Highway Management 2005 Edition, updated September 2013, Roads Liaison Group-London: TSO

HARROGATE

- 5.6.6. The Harrogate route hierarchy plan (Figure 5-9) covers the CWZ of Harrogate town centre along with the SWZs of Claro Road, Hornbeam Park and Cardale Park.

Figure 5-9 – Walking route hierarchy: Harrogate



Prestige Routes

- 5.6.7. Most of the routes within Harrogate town centre are considered Prestige Routes based on their existing and potential usage and their high street scene and public space values. This area is bounded by Kings Road in the north, Station Parade in the east, Victoria Avenue in the south and Parliament Street in the west. Montpellier Parade has also been classified as a Prestige Route as it is considered a busy extension to the town centre core west of Parliament Street.
- 5.6.8. Referring to Figure 5-4, the extent of the prestige routes largely overlaps with the CWZ for the town centre and reinforces the high place value and high pedestrian movement value of each of the streets in the CWZ.

Primary Routes

- 5.6.9. In the town centre area, Kings Road/Crescent Road and Ripon Road are key primary routes to the north with Station Bridge/Avenue and East Parade primary routes to the east of the town centre Prestige area. Station Parade, West Park and York Place form the primary network to the south of

the town centre connecting with Otley Road and Knaresborough Road. All these primary routes are key routes into the town centre CWZ connecting with multiple trip generators.

- 5.6.10. Further afield, the SWZ at Hornbeam Park includes a primary route extending from Hornbeam Park Avenue onto Hookstone Road and Leeds Road which is a key walking route between Hornbeam Park and the local area.

Secondary Routes

- 5.6.11. The secondary network directly extends from the primary network in places, such as on Otley Road and Knaresborough Road. These routes are key walking routes connecting the CWZ with the wider area but as they are at the extent of the 2 km buffer from the CWZ, existing and potential walking usage is likely to be lower than on the primary network.
- 5.6.12. The secondary routes also connect with predominantly residential areas, such as Jennyfield and Bilton where many walking trips will originate with people wanting to reach the primary corridors for onward walking journeys or to connect with bus services.

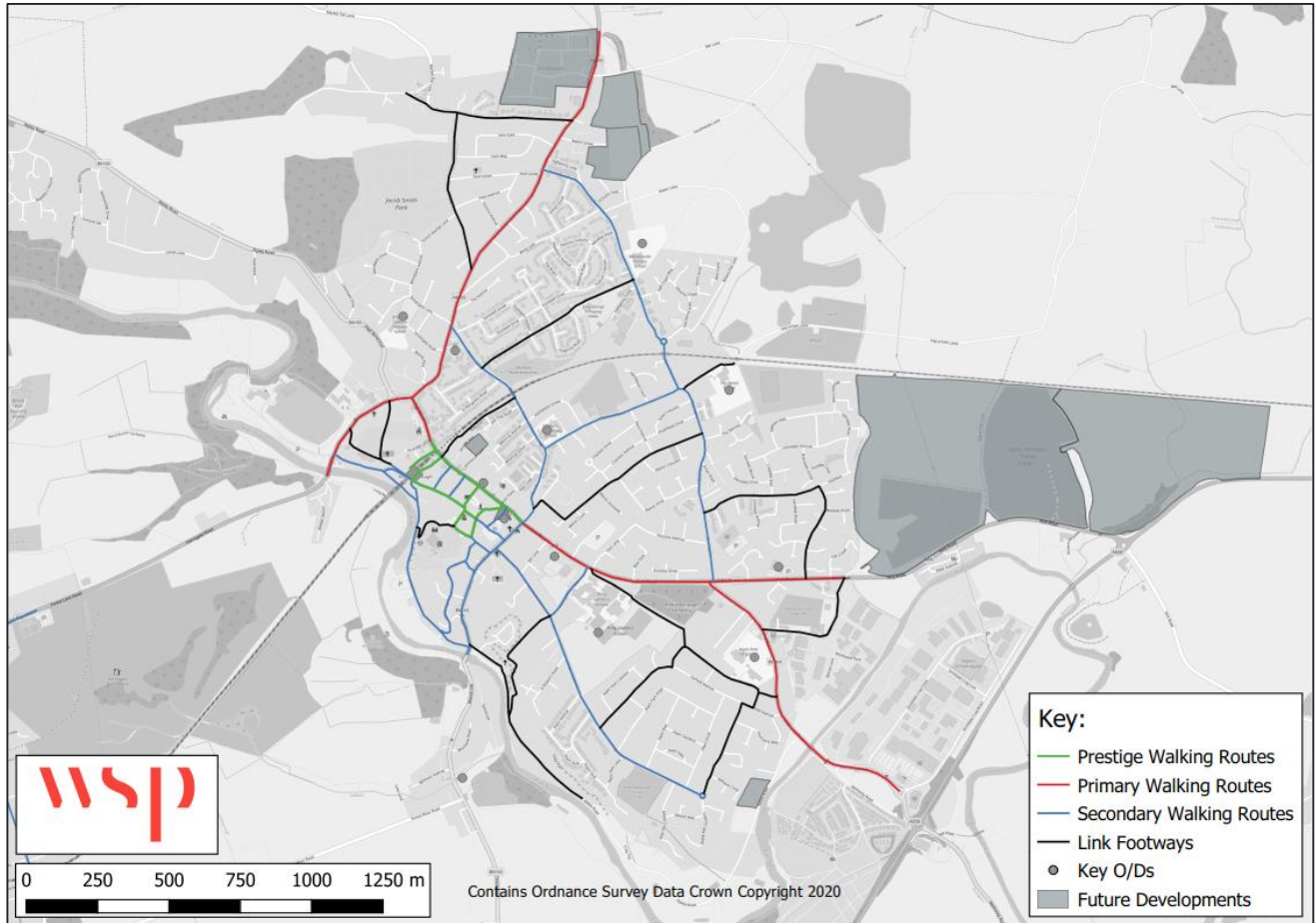
Link Footways

- 5.6.13. Several other complementary link footways are identified that increase the density of the network and meet some more local desire lines within areas.

KNARESBOROUGH

5.6.14. Figure 5-10 presents the walking route hierarchy plan for Knaresborough.

Figure 5-10 – Walking route hierarchy: Knaresborough



Prestige Routes

5.6.15. The High Street between Vicarage Lane and Park Row/Gracious Street is considered a prestige route due to the levels of pedestrian traffic and concentration of trip generators and frontage activity. Adjacent to this Silver Street, Market Place, Castlegate and Castle Yard are considered as prestige routes due to their high place value with several key utility and tourism destinations in this area. At the northern end of High Street, Station Road, Hilton Lane and Kirkgate are also considered Prestige due to levels of pedestrian traffic to the station and potential for place-based improvements.

Primary Routes

5.6.16. The main highway network linking into the town centre from the north and south are considered primary routes – Harrogate Road, Boroughbridge Road, York Road and Wetherby Road. These routes connect with the main residential areas in Knaresborough along with key employment sites, such as St. James' Park.

Secondary Routes

5.6.17. The secondary network includes links through the residential areas to the north and south of the town centre along Halfpenny Lane/Chain Lane, Stockwell Road and Aspin Lane. The secondary

network also encompasses links between the town centre and the Waterside area, both of which are key visitor attractions.

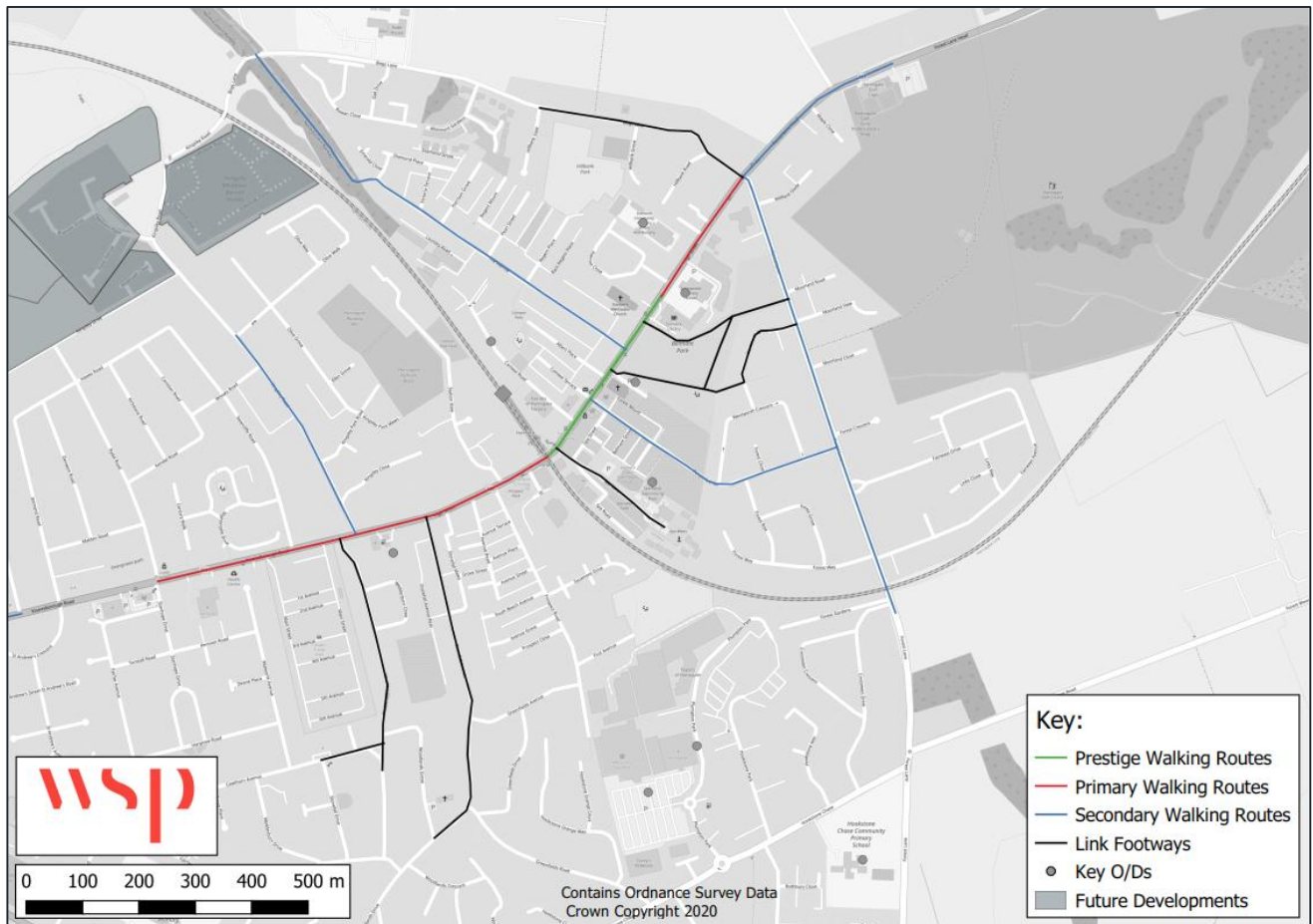
Link Footways

- 5.6.18. Several other complementary link footways are identified that increase the density of the network and provide links between primary and secondary routes.

STARBECK

- 5.6.19. The Secondary Walking Zone at Starbeck is wholly separate from the other CWZs and SWZs with the route hierarchy plan for this SWZ presented in Figure 5-11.

Figure 5-11 – Walking route hierarchy: Starbeck



Prestige Routes

- 5.6.20. Starbeck High Street between the railway and the library is considered as a prestige route within this CWZ. The route has a high level of frontage activity and pedestrian usage with further potential for place-based improvements to increase the street scene value on the High Street.

Primary Routes

- 5.6.21. The A59 either side of the High Street is considered as a primary route due to this being the main link into the High Street areas from neighbouring residential areas. Other key trip attractors are also located on these sections of highway, such as Starbeck railway station and local retail units.

Secondary Routes

- 5.6.22. The secondary network links the main residential areas, such as Kingsley Road, The Avenue and Forest Lane with the primary network and the High Street. The Avenue also links with the Nidderdale Greenway which is an established link for walking trips.

Link Footways

- 5.6.23. The link footways in this area include some off-highway routes that densify the network, such as those through Belmont Park.

5.7 STEP 5 – PRODUCE A DRAFT WALKING NETWORK

5.7.1. A draft Walking Network Plan has been developed, with links categorised based on the network hierarchy established in Step 4.

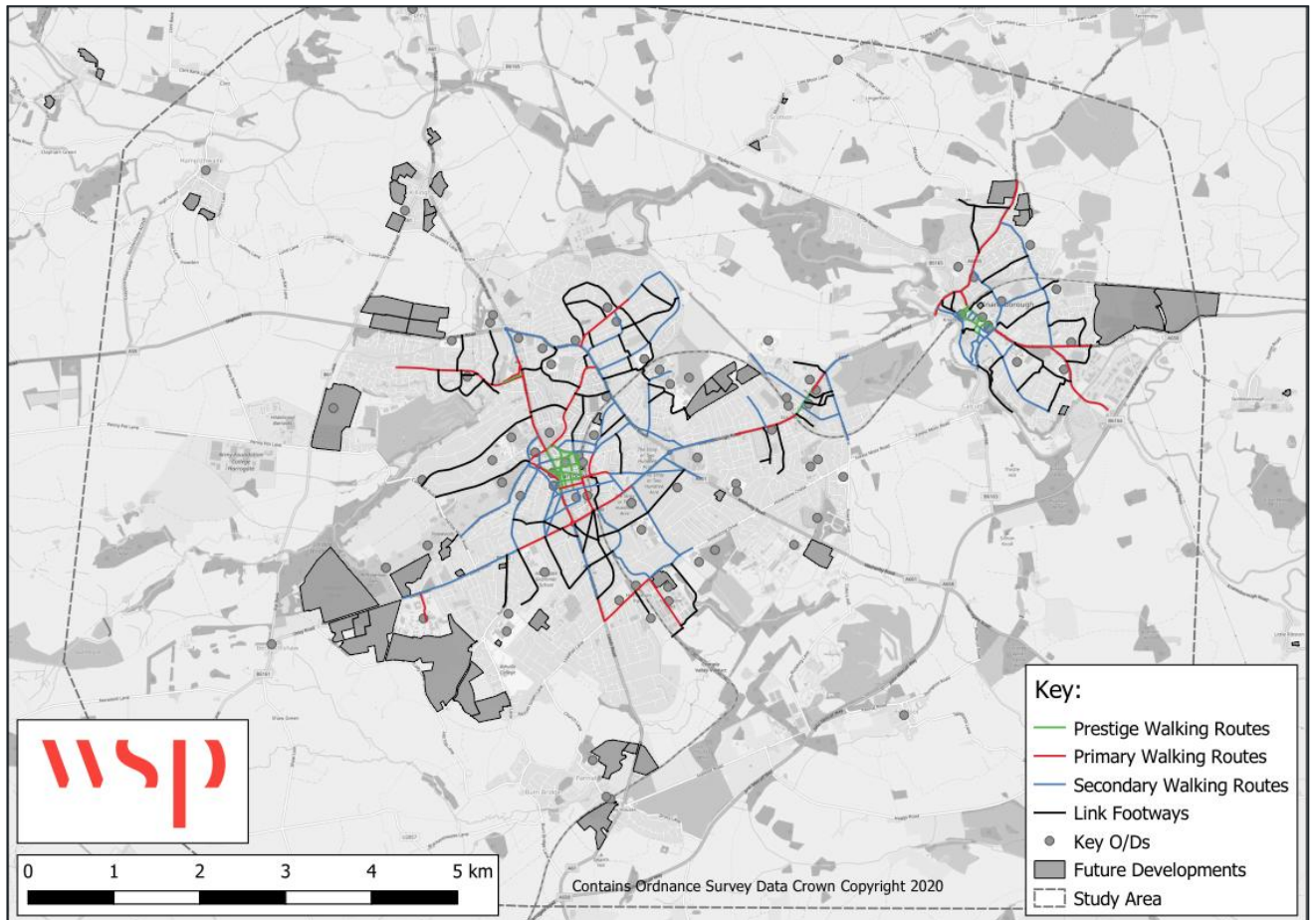
5.8 STEP 6 – VALIDATION AND REVIEW

5.8.1. The draft Walking Network Plan was circulated to the stakeholder group for comment and suggested amendments were incorporated.

5.9 STEP 7 – PRODUCE FINAL NETWORK

5.9.1. The final Walking Network Plan is presented in Figure 5-12 and replicated in higher resolution in Appendix B.

Figure 5-12 – Draft Walking Network Plan



6

PRIORITIES AND NEXT STEPS

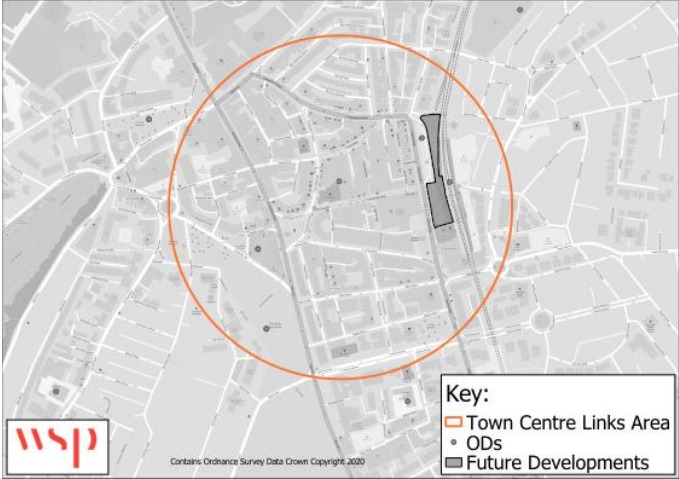



6 PRIORITIES AND NEXT STEPS

6.1 PRIORITIES

- 6.1.1. Whilst the long-term shared aspiration of NYCC is to deliver the proposed walking network that has been identified through this project in their entirety, NYCC recognise that in the short-term this will not be financially possible.
- 6.1.2. Following the development of the Draft Walking Network presented in the previous chapter several draft priorities have been established. The priorities are area and route-based and take into account the information gathered through this project, including stakeholder input.
- 6.1.3. The choice of priorities has been influenced by four factors:
- i The first factor is a review of the priority corridors that emerged from the CIP. The review considers if the priority cycle corridors should also be considered priority walking corridors based on the analysis conducted in producing the WIP, such as where a greater propensity for walking trips has been identified. This is important because it helps to create active travel routes or corridors with improvements facilitating people to use both walking and cycling. This offers potential for stronger business cases for investment in the schemes.
 - i The second factor has considered the alignment of priorities with other schemes and related work streams (whether ongoing, completed, or aspirational). Ensuring that any proposals support the wider aims and objectives of HBC and NYCC will strengthen and promote the case for interventions.
 - i The third factor has considered engineering constraints and the likelihood of any intervention being able to be delivered, independent of any significant wider works, such as a major redirection of traffic. While this may result in proposed schemes avoiding some of the most constrained existing areas of the network, it is understood that these will be considered through wider transport studies (such as the Harrogate Transport Improvements Programme). The inclusion of these routes in the cycling and walking network maps should ensure due cognisance is paid to these routes when determining any associated intervention.
 - i The fourth factor considers the likelihood of the corridor or area to receive funding (including both government funding and developer funding). Most recent government funding for active travel infrastructure has been for schemes that target modal shift towards cycling and walking in busy urban areas by improving access to employment and education opportunities.
- 6.1.4. The area and corridor-based priorities are presented in Table 6-1 and Table 6-2 respectively, along with a rationale for their selection.

Table 6-1 – Priority areas

Area	Rationale
<p>Harrogate town centre</p> 	<ul style="list-style-type: none"> i Harrogate town centre is the major centre in the study area for economic and leisure activities with a concentrated cluster of trip generators and attractors. i Several links within the town centre CWZ are identified as priorities due to the large amount of existing usage and the potential for further increases. i The links are Station Parade, Cheltenham Parade, King's Road, Parliament Street, Montpellier Gardens, Montpellier Hill and Station Bridge. Several of these links have existing issues that create barriers to walking movement. i These links are Prestige or Primary walking routes. i The central location of these links means that many trips will make use of any interventions. i Links to Harrogate railway station are being enhanced through the TCF and Station Gateway projects. Improvements on the links adjacent to the railway station will overlap with these proposals.
<p>Bilton</p> 	<ul style="list-style-type: none"> i The Extended Walking Zones (EWZ) of the Harrogate Core Walking Zone (CWZ), the Bilton Secondary Walking Zone (SWZ) and the Claro Road (SWZ) overlap suggesting this area has high current usage. i There is a relatively high density of population in the area so interventions would benefit a greater number of people. i The area has a high level of route choice for walking trips. i There are several local walking trip generators within the area and within a short walking distance of residential areas i The area connects to the Bilton–Harrogate–Hornbeam Park & Bilton–Starbeck priority cycle corridors.

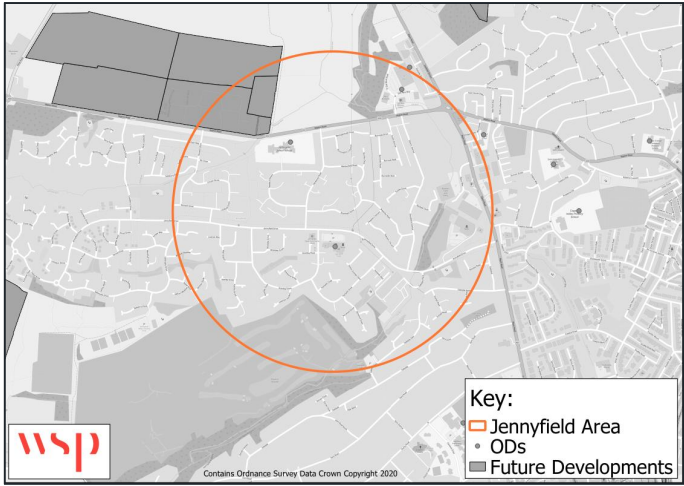

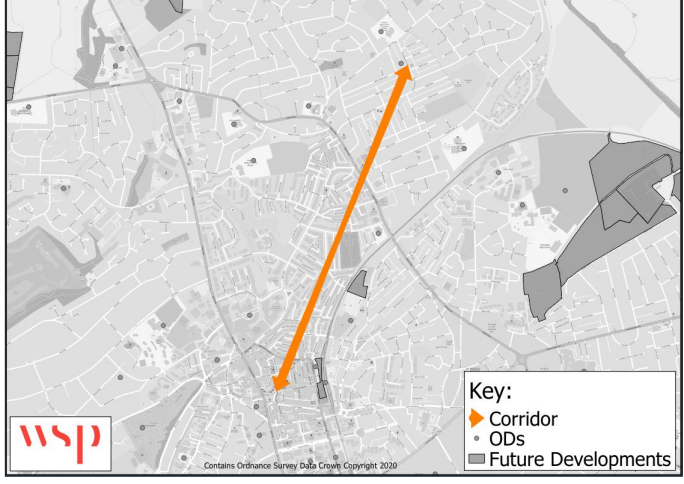
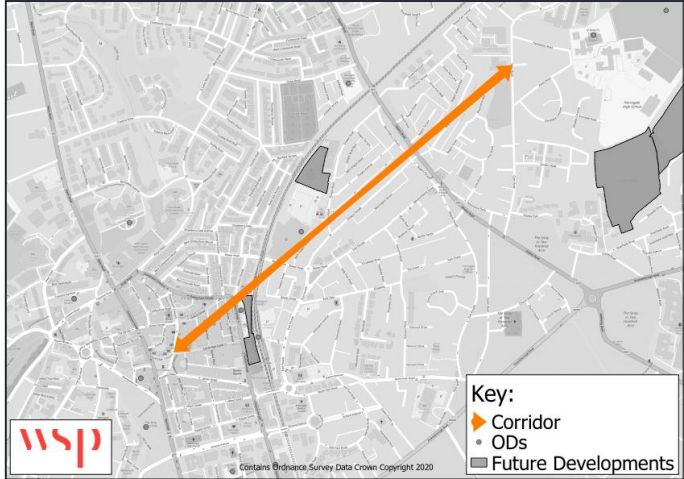
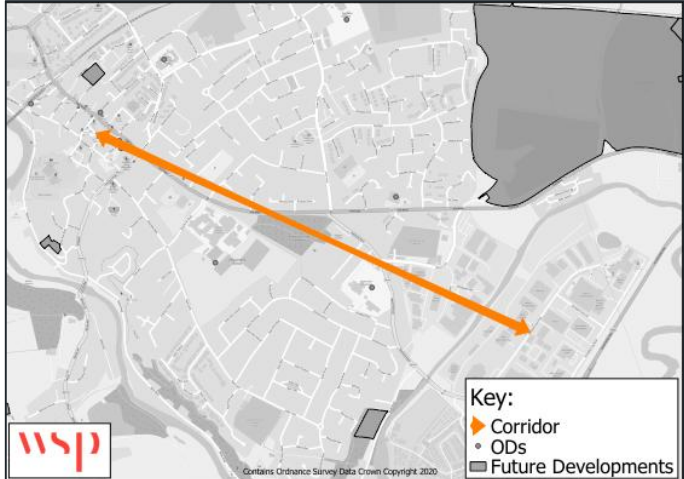
Area	Rationale
<p>Jennyfield</p>  <p>The map shows the Jennyfield area with a red circle highlighting the primary focus. A key indicates: Jennyfield Area (red circle), ODs (black dots), and Future Developments (grey shaded areas). A WSP logo is in the bottom left of the map area. Text at the bottom of the map reads: 'Contains Ordnance Survey Data Crown Copyright 2020'.</p>	<ul style="list-style-type: none"> i The Extended Walking Zones (EWZ) of the Harrogate Core Walking Zone (CWZ) and the Jennyfield Secondary Walking Zone (SWZ) overlap suggesting this area has high current usage. i Public consultation identified issues with crossing side roads on the key walking route along Jenny Field Drive. i There are several trip generators in the area that are a short distance from residential areas, such as the leisure centre, local shops, gym, school and community centre representing potential for walking trips. i The area connects to the Jennyfield–Harrogate town centre priority cycle corridor. i The Jennyfield area has some examples of filtered permeability with links restricted to vehicle movements and a network of foot and cycle paths. This provides an excellent basis for the further development of walking infrastructure. i There are current and future planned residential developments to the north of the existing built-up area.

Table 6-2 – Priority routes

Corridor	Rationale
<p>Harrogate town centre–Oatlands/Hornbeam Park</p> 	<ul style="list-style-type: none"> i The Extended Walking Zones (EWZ) of the Harrogate Core Walking Zone (CWZ) and the Hornbeam Park Secondary Walking Zone (SWZ) overlap suggesting that this corridor currently experiences high levels of usage. i The corridor forms part of the Bilton–Harrogate town centre–Hornbeam Park cycle corridor that was identified through the CIP. The part of the cycle corridor between Harrogate and Hornbeam Park offers potential for walking trips due to the short distance between the two areas. i NYCC and HBC have an objective to improve sustainable accessibility to Hornbeam Park with the site having several key trip generators. i Other trip generators and areas of interest are located within the corridor, such as schools and the Stray. i The corridor offers potential for smaller-scale interventions as several sections currently offer a good walking environment. i The central location of the corridor means many trips will either end within or make use of any associated interventions. i Public consultation identified issues with traffic speeds and volumes along the corridor as well as issues with lighting and attractiveness of routes.
<p>Harrogate town centre–Bilton</p> 	<ul style="list-style-type: none"> i The Extended Walking Zones (EWZ) of the Harrogate Core Walking Zone (CWZ), the Bilton the Claro Road Secondary Walking Zones overlap suggesting this area has high current usage. i The corridor forms part of the Bilton–Harrogate town centre–Hornbeam Park cycle corridor that was identified through the CIP. The part of the cycle corridor between Bilton and Harrogate offers potential for walking trips due to the short distance between the two areas. i The central location of the corridor means many trips will either end within or make use of any associated interventions. i Other trip generators and are located within the corridor and there is a relatively high density of residential properties. i Links to Harrogate railway station are being enhanced through the TCF and Station Gateway projects. These projects will improve walking access on this corridor and around the railway station. i Public consultation identified issues with traffic speeds and volumes along the corridor as well as issues with crossing the A59.

Corridor	Rationale
<p data-bbox="204 322 807 353">Harrogate town centre—east Harrogate/Claro Road</p> 	<ul style="list-style-type: none"> <li data-bbox="922 322 1540 472">i The Extended Walking Zones (EWZ) of the Harrogate Core Walking Zone (CWZ), the Claro Road Secondary Walking Zone (SWZ) and the Bilton SWZ overlap suggest this area has high current usage. <li data-bbox="922 477 1540 566">i The central location of the corridor means many trips will either end within or make use of any associated interventions. <li data-bbox="922 571 1540 660">i Other trip generators are located within the corridor and there is a relatively high density of residential properties. <li data-bbox="922 665 1540 815">i Links to Harrogate railway station are being enhanced through the TCF and Station Gateway projects. These projects will improve walking access on this corridor and around the railway station. <li data-bbox="922 819 1540 931">i Public consultation identified issues with traffic speeds and volumes along the corridor as well as issues with lighting and attractiveness of routes. <li data-bbox="922 936 1540 999">i The consultation also highlighted issues with crossing points, for example across the A59.
<p data-bbox="204 1028 855 1059">Knaresborough town centre—St. James' Business Park</p> 	<ul style="list-style-type: none"> <li data-bbox="922 1028 1540 1144">i Several links within the town centre CWZ are identified as priorities due to the large amount of existing usage and the potential for further increases. <li data-bbox="922 1149 1540 1238">i St. James' Business Park is a key employment and retail location that NYCC and HBC want to improve sustainable accessibility to. <li data-bbox="922 1243 1540 1355">i Other trip generators, such as King James's School, are located within the corridor and there is a relatively high density of residential properties. <li data-bbox="922 1359 1540 1422">i The central location of these links means that many trips will make use of any interventions. <li data-bbox="922 1426 1540 1489">i Some of the links are Prestige or Primary walking routes.

6.2 NEXT STEPS

DEVELOPMENT OF PRIORITIES

- 6.2.1. It is recommended that the priorities identified are taken forward for further development, involving the identification of interventions to improve walking provision.

Priority areas

- 6.2.2. For the priority areas, this would involve an approach to identify and create neighbourhoods which are focused on facilitating walking (and cycling) for short trips within and external to the priority area. Residential areas and local centres can be impacted by through traffic avoiding main roads nearby which can change what should be quiet streets into noisy, polluted and potential unsafe places to walk, cycle or dwell.
- 6.2.3. The approach to improve local streets, being adopted elsewhere in the country, has been called ‘liveable places’ or ‘liveable neighbourhoods’ and involves creating attractive, healthy, accessible and safe places². This can involve new pedestrian infrastructure, redesigned junctions, restrictions on motor vehicle traffic on certain links all with the aim of creating healthier and more liveable streets. While these principles are valid everywhere, they are particularly important in areas with high levels of existing pedestrian demand, such as town and local centres and near key amenities, such as schools.

Figure 6-1 – Liveable places concept



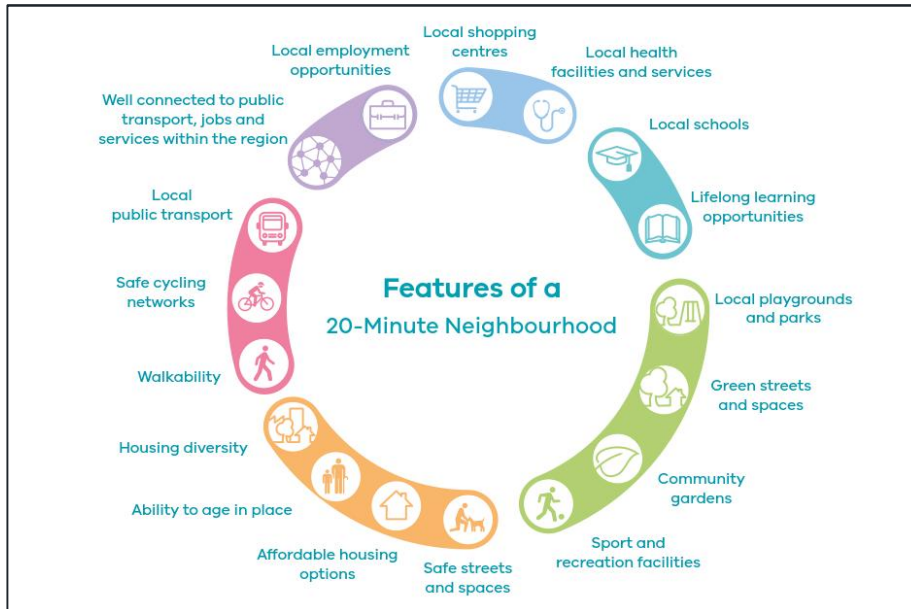
- 6.2.4. A similar and related approach is the ‘20-minute neighbourhood’³, based around the principle of giving people the ability to meet most of their everyday needs within a 20-minute walking distance from home. Based on research that identifies 20 minutes as the maximum time people are willing to

² <http://content.tfl.gov.uk/tfl-liveable-neighbourhood-guidance.pdf>

³ https://www.planning.vic.gov.au/_data/assets/pdf_file/0025/653128/Strathmore-Our-20-minute-neighbourhood.pdf

walk to meet their daily needs locally, a 20-minute neighbourhood will include key trip generators such as nurseries, schools, shops and parks, that enable people to meet their needs while travelling actively.

Figure 6-2 – Features of a 20-minute neighbourhood³



- 6.2.5. A combination of developing liveable places and 20-minute neighbourhoods would form the basis of the approach to developing options in the priority areas. The approach would involve gaining a detailed understanding of the priority areas through the analysis of traffic and movement issues along with ongoing community engagement.
- 6.2.6. The stakeholder aspect would be a major part of the development of ideas due to the importance of allowing people to generate their own solutions to improve their areas rather than a top-down approach. The HCS engagement has provided a wide-ranging understanding of issues and opportunities from the perspective of the residents of the area. The priority area development would build on this engagement and seek a collaborative approach to defining solutions that achieve the objectives of NYCC and HBC.

Figure 6-3 – Stakeholder engagement



6.2.7. Potential options to improve the liveability of areas can include:

- ▮ Traffic-calmed streets;
- ▮ Permanent or timed closure of streets to through traffic;
- ▮ Modal filters, permitting bicycle and pedestrian traffic;
- ▮ Enhanced walking and cycling routes;
- ▮ Additional pedestrian crossing points to reduce severance and improve safety;
- ▮ Creation of miniature or pocket green-spaces to improve the amenity of local streets;
- ▮ Additional cycle parking at local shops; and
- ▮ Additional and improved public space, improving neighbourhood ambience.

6.2.8. The figures below display some examples of low traffic/liveable neighbourhoods, including some of the measures listed above.

Figure 6-4 – Visualisation of low traffic neighbourhood



(Source: Transport for London)

Figure 6-5 – Example of modal filter and improved amenity on residential streets



(Source: Levenshulme Bee Network)

Figure 6-6 – Modal filter in place in Scarborough



(Source: Google)

- 6.2.9. A common factor with many of these measures is that they are low-cost and can be delivered in relatively short timescales compared to more significant interventions on strategic corridors, such as strategic cycle routes. As part of option testing, there is also an opportunity to trial some of the measures, for example, the use of moveable infrastructure to widen footways or create modal filters.
- 6.2.10. While some of the measures can be delivered in isolation, an area-wide, package approach would be most effective due to the complementary nature of the different measures.
- 6.2.11. The identification of measures would also be informed by a robust auditing process that would provide detailed insights in the condition of walking infrastructure in the study area. We would adopt DfT tools, such as the LCWIP Walking Route Audit Tool, to inform the audits and would invite officers and other stakeholders, such as accessibility users' groups, to take part in the audits.
- 6.2.12. The delivery of measures in the priority areas would go towards improving road safety in the study area along with facilitating walking and cycling and creating more attractive and liveable environments. The priority areas can also link to the strategic cycling corridors identified through HCIP, improving permeability to the proposed routes from residential areas, contributing towards a holistic door-to-door journey experience. This is important in making cycling and walking the default mode of travel for short journeys and contributing towards the local and national strategies that seek this objective.

Priority routes

- 6.2.13. For the priority routes the development of interventions would be reviewed in the context of other proposed schemes, including the Harrogate Cycle Infrastructure Plan priority routes and those from the emerging Harrogate Transport Improvements Package. Route development will be based around enabling walking trips for different trip purposes along the corridors which connect key trip generators.
- 6.2.14. The approach would be similar to the Phase 2 stage of other LCWIPs produced elsewhere in North Yorkshire and for the HCIP. In summary, this will involve the assessment of the current and potential condition of pedestrian routes using tools such as the DfT's Walking Route Audit Tool (WRAT), a stage of option development and the production of feasibility designs, cost estimates and appraisal.

- 6.2.15. Where possible, synergies with cycle priorities (from the HCIP and HTIP workstreams) will be considered to generate greater combined benefits and provide a stronger case for investment.
- 6.2.16. As with the development of priority areas, it is envisaged that stakeholder engagement would form a key part of the option development phase, to ensure recommended proposals are deemed appropriate for potential users.

INTEGRATION AND APPLICATION

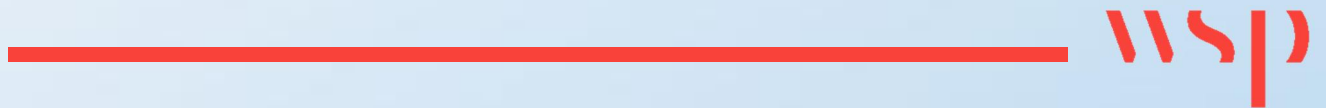
- 6.2.17. As highlighted in the Introduction, this WIP will sit alongside the CIP to form an LCWIP for Harrogate. For the Harrogate LCWIP to be successful it is essential that it forms part of an integrated response to creating better places, safer streets and more reliable journeys. There should be a clear link between the LCWIPs and other strategic transport planning documents, such as NYCC's Local Transport Plan, and local cycling strategies.
- 6.2.18. It is also recommended that HBC consider incorporating the Harrogate LCWIP into their Supplementary Planning Documents (SPDs) where this would build upon and provide more guidance on the policies in the Local Plan. Likewise, HBC should also consider referring to the LCWIP in relevant Area Action Plans and Neighbourhood Plans.
- 6.2.19. The LCWIP should also help NYCC and HBC consider the impact of planning applications and other proposed land use changes on existing and planned cycle infrastructure. This has been considered in the development of the network in the evidence base and in the identification of priorities, but should also be considered in regards to potentially securing funding from developers, aiding the identification of further development sites and supporting active travel throughout the town (including references to the Harrogate LCWIP in travel plans and transport assessments).

FUNDING MECHANISMS

- 6.2.20. High level consideration has been given to the potential funding sources that could be pursued in the delivery of the Harrogate LCWIP. The schemes identified could potentially be supported by multiple funders and future funding opportunities including, but not limited to:
 - ┆ Private developer contributions (e.g. Section 106);
 - ┆ Future High Streets Fund;
 - ┆ Towns Fund;
 - ┆ Transforming Cities Fund
 - ┆ Emergency Active Travel Fund;
 - ┆ Future iterations of Access Fund-type funding;
 - ┆ Integrated Transport Block;
 - ┆ Maintenance funding;
 - ┆ Local Growth Fund and synergies with potential large local major schemes;
 - ┆ National Productivity Investment Fund (NPIF);
 - ┆ Housing Infrastructure Fund (HIF);
 - ┆ Pinch Point Funding;
 - ┆ Private financing initiatives;
 - ┆ Other innovative fiscal mechanisms to help fund investment in infrastructure, including:
 - ┆ Business rates retention;
 - ┆ Reprioritisation of Vehicle Excise Duty; and
 - ┆ Other government funding streams not yet announced.

Appendix A

INTERNAL STAKEHOLDER
WORKSHOP NOTE





MEETING NOTES

PROJECT NUMBER	70063323	MEETING DATE	12 December 2019
PROJECT NAME	Harrogate Walking Infrastructure Plan	VENUE	County Hall, Northallerton
CLIENT	North Yorkshire County Council	RECORDED BY	KP
MEETING SUBJECT	Harrogate Walking Infrastructure Plan Internal Stakeholder Meeting		

PRESENT	Samantha Raine (NYCC) Brian Mullins (NYCC) Caroline Wilkinson (NYCC) Helen Firth (NYCC) Tom Horner (HBC) Phil Freestone (WSP) Kalina Petrova (WSP) Andy Binder (WSP)
APOLOGIES	Rebecca Gibson (NYCC)

ITEM	SUBJECT	ACTION
1.	Introduction to Harrogate WIP, CIP and LCWIP <ul style="list-style-type: none">- PF provided an overview of the WIP project and how it fits with the previous CIP work.- The WIP will act as a sister document to the CIP to provide NYCC with a combined LCWIP for the Harrogate study area.	
2.	Understanding the study area <ul style="list-style-type: none">- PF and AB presented the work to date on developing the evidence base for the WIP. This has involved understanding the challenges and opportunities for walking trips through review existing data, including:<ul style="list-style-type: none">§ Census data (travel to work)§ Consultation data (Harrogate Congestion Survey)§ Local geography§ Demographics- It was noted that the percentage (61.7%) of walking journeys within Knaresborough is significant.- Harrogate had a lower percentage (32.5%) but it was felt that due to the compact nature of the town, there was potential for this to be increased.- Key walking movements (travel to work) in the study area were within each of the town centres and between Harrogate and Starbeck and Harrogate and Bilton.- TH raised the point that walking trips between Harrogate town centre and Jennyfield has potential to increase due to the distance to the town centre being comparable to that of Bilton.	

<p>3.</p>	<p>Network Planning for Walking</p> <ul style="list-style-type: none"> - AB presented the approach being taken to develop the walking network in the study area. The approach is based on the DfT LCWIP guidance and focuses on establishing Core Walking Zones (CWZs) and Key Walking Routes (KWRs). - The first step is to identify trip generators for walking trips. The trip generators from the CIP were presented as a starting point with attendees invited to comment. - The next step involves seeing where there are clusters of trip generators within close proximity. These clusters form the basis for the CWZs. Draft CWZs were presented for Harrogate town centre and Knaresborough town centre. 	
<p>4.</p>	<p>Group tasks</p> <ul style="list-style-type: none"> - Following the presentation of the draft CWZs, attendees were invited to help develop and prioritise the walking network by undertaking the following group tasks: <ul style="list-style-type: none"> § Review the draft CWZs § Identify the key routes that serve the CWZs § Identify priority routes for each CWZ. - The points raised during the tasks are presented below. 	
	<p>Draft CWZs</p> <ul style="list-style-type: none"> - While not having the same number of trip generators as the draft CWZs, it was felt that some additional ‘secondary’ CWZs should be considered within the study area: <ul style="list-style-type: none"> § Starbeck – The area of the A59 near to the railway station and shops is seen as a key destination for the immediate area. The area also includes employment and community facilities (e.g. library and swimming pool). Local Plan housing development sites are located north of this area. § Hornbeam Park – The site is a key employment and education destination with potential for walking trips within it and to nearby locations, such as the railway station. The site is also a potential gateway for a walking (and cycling) route through to the Showground. § Claro Road – There is concentration of employment at the northern end of Claro Road and Harrogate High School is located adjacent to the site. The area is also near the Local Plan housing development sites to the north of Starbeck. § Cardale Business Park – There is a cluster of employment in this location with adjacent committed and allocated mixed use, housing and employment Local Plan sites. - It was agreed that these would be included in the WIP as secondary walking zones to complement the CWZs of Harrogate and Knaresborough town centres. - For the Harrogate CWZ, attendees thought that the eastern boundary should be extended to include the area immediately to the east of the railway station. 	<p>Add Secondary CWZs the network plans Extend the boundary of the Harrogate CWZ</p>

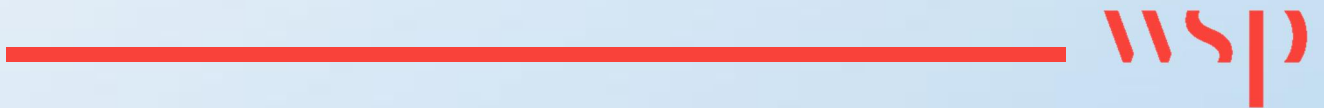
	<p>Key Routes Suggested routes or corridors</p> <ul style="list-style-type: none"> - Provide better infrastructure to Cardale Business Park in Harrogate - The train station to the conference centre in Harrogate should be a key route, to tie with the TCF scheme - The Nidd Gorge should be promoted for recreational walking - The Showground in Harrogate requires better infrastructure - Look at walking infrastructure for the developments to the east of Knaresborough - The bus station in Knaresborough is difficult to get to, has no crossings and the roads are too busy - The link from St James Retail Park and the new east development needs to be looked at, A59 is a barrier - The gradient between the train station, the waterside and the castle area in Knaresborough is a barrier - The Nidd Gorge to be used as a connection between Harrogate and Knaresborough - Old rail line should be revisited as a route between Bilton and Starbeck in addition to the CIP corridor along Skipton Road and Knaresborough Road <p>Specific location issues/barriers</p> <ul style="list-style-type: none"> - Bower Street and East Parade crossing needs to be looked at – not a 24/7 pedestrian route, should be better lit - Bower Rd crossing around Station Parade needs to be looked at, unnecessary railings - Strawberry Dale Ave, Franklin Rd and Strawberry Dale junction needs to be looked at – it offers potential for a relatively low cost improvement - The junction of York Place and Park Row next to the bus station in Knaresborough is really tight - The narrow footway width puts off people to walk on York Rd - Two roundabouts in Harrogate difficult to cross – Prince of Wales Roundabout and the Empress Roundabout - Need for another bridge/improve bridge over the Stray <p>Integrate walking trips with car parking e.g. park and stride</p> <ul style="list-style-type: none"> - Promote usage of car parks at the edge of the core walking zone in Knaresborough, particularly the West Park car park, and improve pedestrian infrastructure between car park and the centre - Promote car park outside of the core walking zone in Harrogate and provide better infrastructure to the centre - Potential for promoting on street car parking? E.g. on York Place, Stray Rein and roads adjacent to the Empress Roundabout 	
	<p>Priority Routes</p> <ul style="list-style-type: none"> - The following priority route corridors were identified: <ul style="list-style-type: none"> § Bilton to Harrogate town centre § Jennyfield to Harrogate town centre § South of York Place to Harrogate town centre 	<p>Priority routes/corridors to be added to the plans</p>

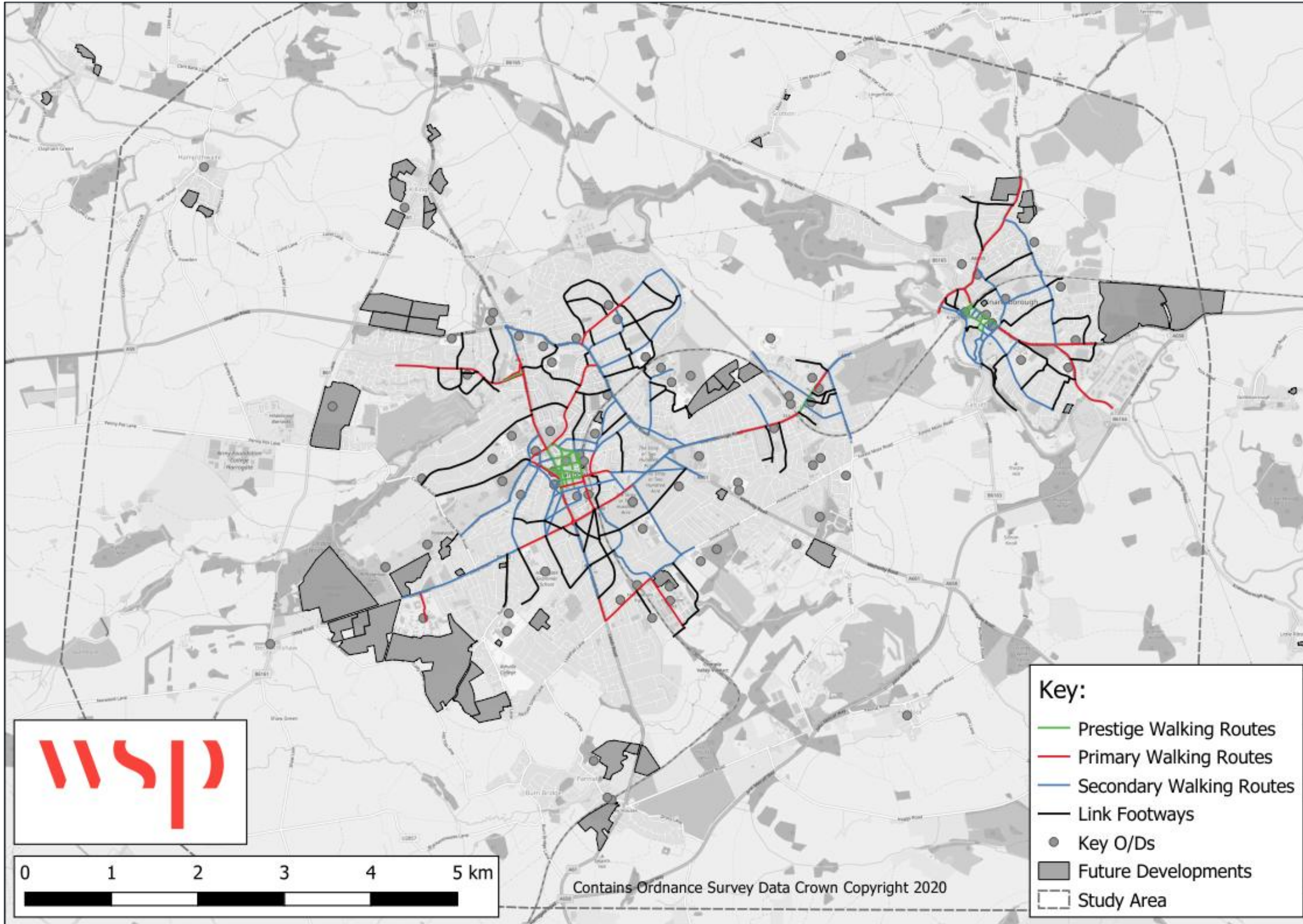
MEETING NOTES

	<ul style="list-style-type: none">§ Multiple permeability improvements within Harrogate and Knaresborough town centres§ St. James retail park/South Knaresborough to Knaresborough town centre§ Proposed/committed/under development sites (Manse Farm, Highfield Farm, The Pastures) to Knaresborough town centre <p>- The accompanying annotated plans show the alignments that people suggested.</p>	
5.	Next Steps <ul style="list-style-type: none">- Input from the stakeholder workshop to be used to update the draft network plans and identify priority routes/corridors- Determine network hierarchy- Produce final network and priority routes.	

Appendix B

HARROGATE WALKING NETWORK PLAN







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