



HARROGATE DISTRICT SITES & POLICIES DPD

Harrogate & Knaresborough Cycling Implementation Plan 2013

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Harrogate
BOROUGH COUNCIL

Working for you

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APPENDIX 1: Harrogate and Knaresborough Cycling Implementation Plan – network of routes.

1.0 Introduction and Background

- 1.1 Harrogate Borough Council adopted the Harrogate and Knaresborough Cycling Implementation Plan in July 2000. At this time the Borough Council was the Highway Agent for the Harrogate and Knaresborough Area acting on behalf of North Yorkshire County Council. The plan identified a proposed network of radial and orbital cycle routes in the urban areas of Harrogate and Knaresborough which formed the basis for the allocation of funding through the North Yorkshire County Council Local Transport Plan during the period 2001 to 2006.
- 1.2 The Local Transport Plan advocated the introduction of such a network of cycle routes (and the associated investment in cycle infrastructure) as a means of encouraging the use of alternative means of transport to the car, and encouraging greater cycle use especially for shorter journeys.
- 1.3 The Cycling Implementation Plan was developed with the assistance and support of the Harrogate Cycling Group who shared the County and Borough Council's aspirations for the creation of a comprehensive cycle route network inter-linking residential areas, schools, shopping facilities, health care facilities, employment areas and leisure sites.
- 1.4 A further objective endorsed in the plan was to promote and progress the delivery of off road cycle routes to Spofforth and Ripley that would connect Harrogate and Knaresborough to the National Cycle Network and provide onward links to the remainder of the District. Consultation was also undertaken with pedestrian and conservation groups at this time.
- 1.5 The network was updated in 2009 and 2011, and together with a number of additional routes, formed part of the Urban Areas Consultation undertaken for the Harrogate District Draft Sites and Policies DPD between September and November 2011. This work was undertaken in partnership with North Yorkshire County Council and the Harrogate Cycling Improvements Group. The revision of the network plays a key role in the continuing improvement of measures to encourage sustainable access to jobs, shops and services, and in linking draft site allocations into the network. As such the network is included within the Draft Sites and Policies DPD Policy IN3 protecting transport infrastructure routes, and those parts of the network still to be completed are included within the Council's Draft Infrastructure Delivery Plan.

2.0 Policy Context

- 2.1 The main policy context in support of the development of a network of cycle routes in Harrogate and Knaresborough is outlined below:
 - **National Planning Policy Framework (NPPF)**
The NPPF identifies the need to balance the transport system 'in favour of sustainable transport modes, giving people a real choice about how they travel.' (Para29) and in para 41 supports the identification and protection of routes which widen transport choice. The importance of the preparation of Travel Plans in relation to development proposals is highlighted as an important mechanism to achieve this.
 - **North Yorkshire Local Transport Plan (LTP3)**
Promoting more sustainable travel fits closely with the objectives of the North Yorkshire

Local Transport Plan and also fits with the hierarchy of Manage, Maintain and Improve identified in the plan. LTP3 can be viewed via the following link www.northyorks.gov.uk/index.aspx?articleid=10446

- **Saved Policy of the Harrogate District Local Plan**
The 'Saved' Policy T22A of the Harrogate and District Local Plan (Measures to Promote Cycling) advocates the provision of a safe, attractive and convenient cycle route network to encourage the use of more sustainable transport modes. The policy proposes that the Harrogate and Knaresborough Cycling Implementation Plan be adopted as the basis for a Supplementary Planning Document. Routes along former railway lines are also safeguarded for cycle paths. This policy is 'saved' until the formal adoption of the Sites and Policies DPD.
- **Harrogate District Core Strategy (adopted 2009)**
Policy TRA2: Transport Infrastructure
This policy safeguards sites and routes with the potential to contribute towards the provision of an efficient and sustainable transport network where there is reasonable prospect of them accommodating new transport infrastructure during the plan period up to 2021. This includes the identified cycle routes.
- **The emerging Draft Sites and Policies DPD**
Draft Policy IN3: Protection of Sites and routes for Transport Infrastructure
This policy protects the routes identified in the Harrogate and Knaresborough Cycling Implementation Plan in order to widen transport choices, maximise the use of sustainable modes of travel and encourage sustainable development.

A plan showing the cycle network for Harrogate and Knaresborough is included in Appendix 1. The plan can also be viewed on line at www.harrogate.gov.uk/Documents/DDS%20LDF%20Planning/DS-P-LDF_LDF_CycleRoutes300811.pdf

3.0 Progress on the development of the Cycle Network

- 3.1 A total of £1.58 million was expended on the development of new and existing cycle routes in the Harrogate and Knaresborough urban area during the period covered by the first NYCC Local Transport Plan (2001 to 2006). This delivered approximately 18.5 kilometres of off road cycle route which has in turn brought into useful operation substantial lengths of on road provision included in the plan. The construction of a new cycle/pedestrian bridge at Dragon junction, which was a 'turnkey' project at a particularly important confluence of routes accounted for approximately one third of this total.
- 3.2 Since this time further sections of the network have been completed including key routes across The Stray. Further routes have also been delivered through the development control process. These schemes have been implemented as an integral part of individual developments or constructed by the County Council using developer contributions negotiated and agreed through Section 106 or Section 28 Agreements. A plan showing on and off road routes completed, together with those yet to be implemented, is provided on-line and will be updated as part of the Annual Monitoring Report, completed each December for the Local Plan.

4.0 Measures Proposed to complete the Cycle Network

4.1 The following measures seek to implement cycle improvements on those sections of the network still to be completed, or where improvements on existing routes are necessary:

Harrogate and Knaresborough Local Sustainable Transport Package

4.2 North Yorkshire County Council has been allocated up to £1.653m from the Department for Transport to implement the Harrogate Sustainable Transport Package. This funding was allocated specifically for measures and initiatives to support the continued economic development of Harrogate through a reduction in traffic congestion and the promotion and implementation of sustainable travel options to improve:

- Sustainable access to the town centre
- Access to major conference and exhibition facilities in the town
- Sustainable access and journey time reliability along the A661 corridor

The County Council propose to achieve this by implementing the following projects:

- Improvements to local bus infrastructure including bus priority technology at traffic signals
- Promotion and marketing of bus services on the A661 corridor
- Improving traffic signals at key junctions
- Improved cycle links and cycling information
- Improved pedestrian facilities in the town centre
- Travel planning and marketing measures to support improved access to major conference and exhibition facilities.

4.3 North Yorkshire County Council have begun work on the design and implementation of many of these measures, many of which are inter-related and will bring forward improvements for cyclists. Consultation on the schemes will be undertaken during 2013.

Infrastructure Delivery Plan

4.4 As part of the evidence base prepared by local planning authorities for their Local Plans, it is necessary to prepare an assessment of the infrastructure requirements arising from proposals for growth. A Draft Infrastructure Delivery Plan (IDP), which seeks to identify the infrastructure and services required to support the level of planned growth in the District, has therefore been prepared as part of the emerging Sites and Policies Development Plan Document (DPD).

4.5 In addition to identifying the infrastructure and service requirements for the District the Draft IDP also seeks to identify who is responsible for undertaking the required works, how they will be funded and that they are capable of delivery. The Plan includes those cycle routes within the network which still need to be completed and identifies those routes which are a priority to implement in relation to site allocations. This is a flexible document which will need to be updated on a regular basis. Funding for such schemes may arise from future developer contributions, the Community Infrastructure Levy and successful applications for funding from the government or the emerging Local Transport Board, once established. Funding may also be available through the Local Transport Plan, although this

has been severely reduced in recent years. Many sources of funding usually offer contributions on a part or matched funding basis so it is important to identify sources of local contributions when considering proposals or making bid applications.

5.0 Links to the National Cycle Network

5.1 The possibility of forging links between the proposed urban cycle network envisaged by the Harrogate and Knaresborough Cycling Implementation Plan and the National Cycle Network via a route to Ripley has made significant progress.

5.2 The Nidderdale Greenway is a new Sustrans path from Bilton to the historic village of Ripley 4km north of Harrogate which is almost entirely traffic-free. The route uses the Grade 2 listed viaduct over the Nidd Gorge, and continues through woodland close to the River Nidd, and will use a newly provided Pegasus crossing (shared by pedestrians/cyclists/equestrians) at the A61 main road to travel into Ripley.

5.3 The route is part of the Sustrans' Connect2 national project bringing the National Cycle Network into the heart of communities across the UK. Funding for the project was received from the Big Lottery Fund, following a public vote in 2007, with additional funding from the Borough Council and North Yorkshire County Council. Whilst there have been a number of Inquiries in relation to this project construction work started in February 2013.

5.4 To compliment this scheme improvements have been completed on walking and cycling routes that help local children get to school safely in the Bilton area and have also been completed on the Stray in Harrogate. This will provide a much improved cycling and walking network that will connect to the Nidderdale Greenway.

5.5 Whilst landownership issues have prevented an off road link between the cycle network and Spofforth, which is linked into the National Cycle Network, discussions with the Cycling Group and Sustrans has enabled measures to be implemented which improve the safety of cyclists using the existing road network to connect to the National Cycle Network at Spofforth, particularly at Collins Bridge on Rudding Lane.

6.0 Cycling Promotion and awareness raising

6.1 The following projects and initiatives seek to raise awareness and promote cycling in order to persuade more people to cycle more often in recognition that cycling is good for our health, for getting people around to access jobs, shops and services, good for accessing open spaces and generally good for society:

- **Cycle Route Map**

A cycle route map for Harrogate and Knaresborough has been produced in the past containing updated cycle route information and details of other cycle facilities such as parking facilities, cycle shops, and information relating to events, cycle clubs and contacts. The initial map, which was produced in 2001, was added to in 2006 to include "Cycle zoning" to assist cyclists to judge travel times (by cycle) between various parts of the urban area. A new Cycle Map is currently being produced by North Yorkshire County Council as part of projects being financed from the Harrogate and Knaresborough Local Sustainable Transport Fund (LSTF).

- **Cycle Route Signing**
Substantial signing of new cycle routes has already been provided where they connect to recognisable destinations and form part of a larger strategic route. Signs need to be effective but unobtrusive on rural routes and within conservation areas. It is sometimes difficult to sign isolated sections of a route meaningfully, but signing arrangements are kept under review by North Yorkshire County Council. Further work is being undertaken through the LSTF project and other initiatives.
- **Cycling Legacy from Le Tour 2014**
The Borough Council is working with North Yorkshire County Council and cycling groups to build upon the recent increased interest in cycling following the Olympic Games and the more recent announcement that the 2014 Tour de France route will include the District, to ensure that opportunities are taken to build on the potential of the Tour route and to encourage more people to cycle to work, for sport and exercise and just for fun.

North Yorkshire County Council is the Highway Authority and has responsibility for cycling.

For further information visit their web site at:

www.northyorks.gov.uk/index.aspx?articleid=3112

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**(A larger scale version of this map is available to view at:
www.harrogate.gov.uk/plan/Pages/LP-EvidenceBase.aspx)**

LDF Cycle Routes, (March 2013)

Routes



