



Harrogate Station Gateway Transforming Cities Fund

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Harrogate transport projects

North Yorkshire Council has been allocated £11m for the Transforming Cities Fund project in Harrogate. With match-funding from the council, the Harrogate TCF aims to boost access to Harrogate's rail and bus stations for people walking and cycling.

It should improve access across and within the town centre and the north of Harrogate, as well as better connecting people to retail and business opportunities, healthcare, employment and new housing developments. These schemes support regeneration plans in the Harrogate town centre and align with the Local Plan.

As a result of the Congestion Study in 2019 the council developed a number of proposals aimed at encouraging more journeys by sustainable methods (walking, cycling and public transport). The TCF is one project; other projects can be found on the council's website.



Background

The Transforming Cities Fund is a major programme of transport infrastructure investment covering Leeds City Region, including the North Yorkshire towns of Harrogate, Selby and Skipton. These towns were part of a bid for funding from Department for Transport by the West Yorkshire Combined Authority. Providing an accessible, attractive and cleaner alternative to car journeys is at the heart of the programme. The overall aims of the programme are to:

- provide more accessible, affordable and attractive greener transport options
- connect people to economic and education opportunities
- happier and healthier communities for the future

Traffic Regulation Orders

The council is consulting on the Traffic Regulation Orders (TROs) needed for the Harrogate TCF project. Information about the TROs can be found on the North Yorkshire Council website: www.northyorks.gov.uk/roads-parking-and-travel/traffic-regulation-orders. Paper copies are available at Harrogate Civic Centre and the Central Library.

This document accompanies the TROs and provides additional information about the scheme's final design.

Proposed design

Lower Station Parade

- New bus and cycle lane
- New raised table crossing
- Pavement build out to reduce crossing extent near Bower Road

One Arch

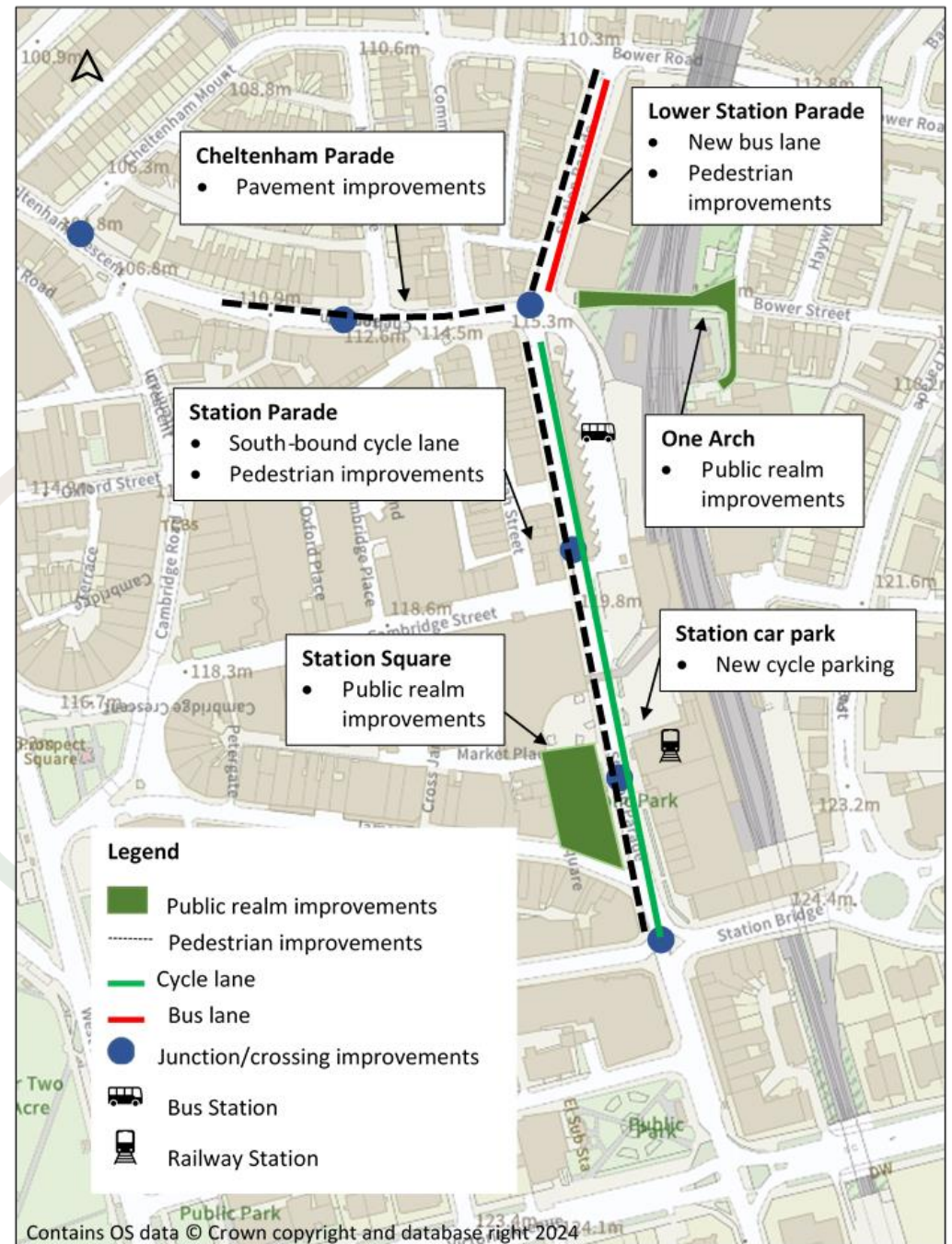
- Drainage works
- Landscaping, including feature lighting in tunnel

Station Parade

- New south-bound segregated cycle on Station Parade
- Raised table pedestrian crossings
- Alterations to Station Bridge junction to provide better crossing facilities for pedestrians and cyclists
- Landscaping improvements, including new planting, furniture and lighting

Other

- New covered cycle parking at Harrogate Station
- New paving throughout area
- Signals linked to improve network operations



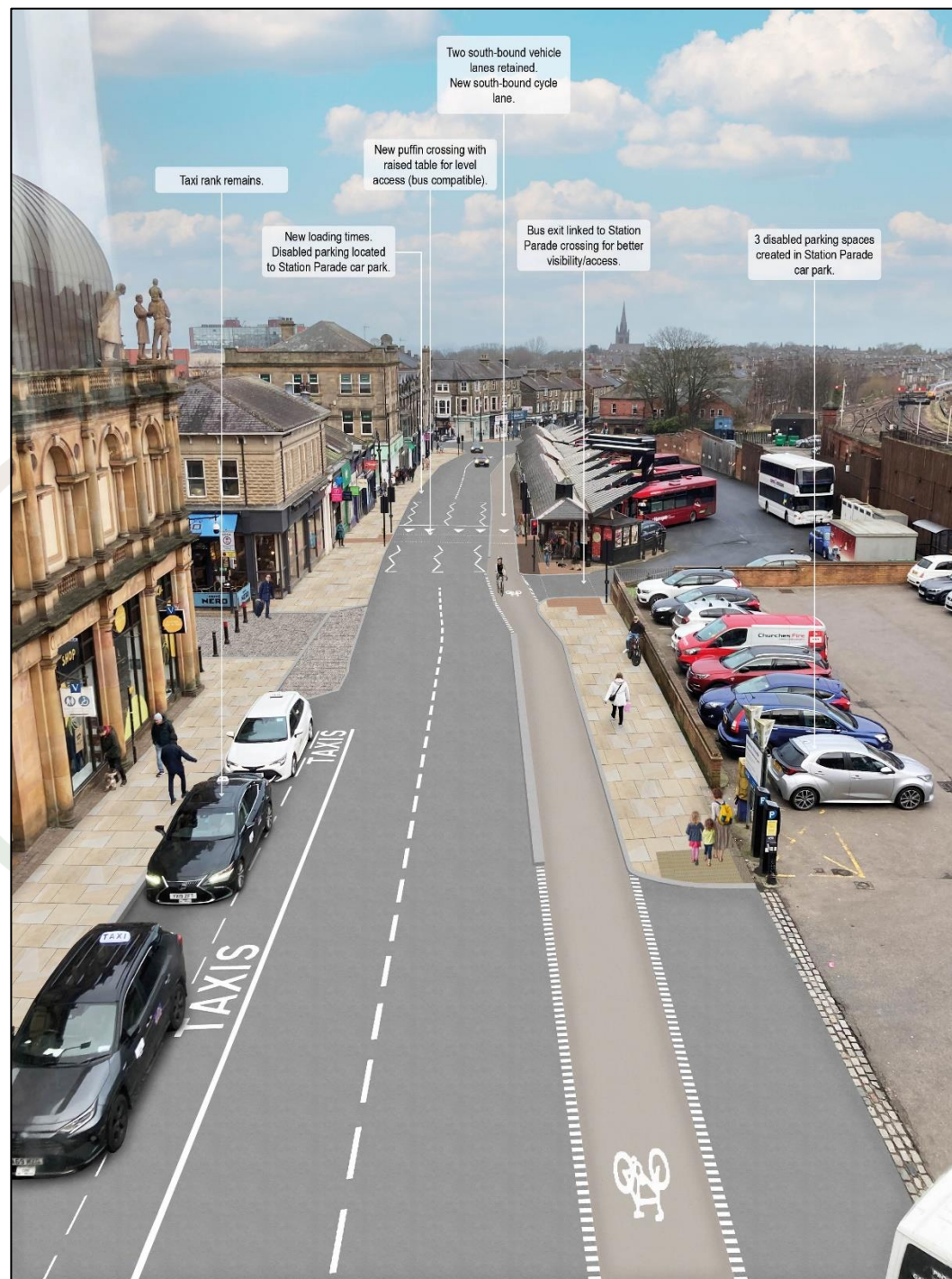
We asked, you said...

There have been three public consultations in Harrogate about the TCF scheme (see the [West Yorkshire Your Voice website](#)). Consultation feedback, the previous TRO comments, legal challenge and the impact of inflation have helped to shape the final project design. As a result the scheme is smaller in scope than originally anticipated.

The council recognises that there have been and continues to be strong views about the scheme. The perceived impacts and/or benefits for vehicle users and cyclists, whether positive or negative, have divided opinion. We believe this scheme will provide benefits for active and public transport users whilst retaining the functionality of the existing highway network for those using motor vehicles.

Landscaping and public space

- Feedback has consistently shown majority support for public space proposals. However, mixed views and cost increases, mean that the water feature has been removed. The ambition to use high quality materials, such as York stone paving had strong support.
- Feature lighting remains important and will provide interest outside daylight hours in Station Square and at One Arch.
- Improvements to One Arch are strongly supported.
- People have consistently said they wanted more trees and planting. The design has been designed to include additional planting where possible whilst avoiding underground utilities.



Connectivity

- Pedestrian improvements will mean crossing streets is easier, more level and often more direct than currently.
- Feedback showed that people want connected and safe cycle routes, although without impacting other road users. The scheme provides a safe south-bound cycling option, as identified in the town's Local Cycling & Walking Infrastructure Plan. This will improve connectivity between the Nidderdale Greenway, bus and railway stations, Victoria Avenue and south/west Harrogate. The existing north-bound route along East Parade remains.
- There are quite a lot of cycle stands on streets adjacent to the TCF area. Feedback indicated a need for additional cycle parking to avoid the use of railings, including covered parking close to the bus and railway stations.
- Measures to improve bus journey times are supported by the public. The new bus lane will allow easier and quicker access into the bus station.
- Concerns about possible impacts to the road network have been considered including parking and loading. Although originally more people preferred a reduction to one lane on Station Parade this became increasingly controversial and now the existing two lanes will be retained. The proposed one-way on Cheltenham Mount has been discounted and James Street will not be altered.
- Signals through the area will use MOVA technology to improve movement through the network for all users, with the ability to amend timings in future if required.
- Potential parking changes has attracted comment. We have prioritised disabled parking, the taxi rank and loading as much as possible. Existing resident parking on Cheltenham Mount will no longer be affected.

Other

- Feedback supported measures to improve air quality and help to reduce carbon emissions. The final assessments have not yet been completed. However, as the total area has reduced and there is less change to existing kerb lines it is expected that the construction carbon impact will have reduced. In the longer term the extent to which air quality and carbon emissions reduce is dependent on how many journeys shift from motor vehicles to cleaner travel options. The council will monitor this as part of the TCF project.



Alterations to Station Bridge junction.

New puffin crossing with raised table for level access (bus compatible).

Landscaping to Station Square.

Two south-bound vehicle lanes retained.
New south-bound cycle lane.

Timeline

Harrogate Congestion Study	2019
Leeds City Region bid approved	March 2020
Project development	April 2020 – Summer 2024
First TCF consultation	February – March 2021
Second TCF consultation	October – November 2021
Third TCF consultation	July – August 2022
Full Business Case approval	March 2024
Approval to Proceed development	March – Autumn/Winter 2024
TRO consultation	July – August 2024
Construction	Autumn/Winter 2024 – Spring 2026

If you need this the information in a different language or format like, large print, easy read, audio recording or Braille, please [contact us](#) or call [0300 131 2 131](tel:03001312131).

Please note: the images and drawings shown give an idea of what the designs would look like but are not the final design and so may change slightly.