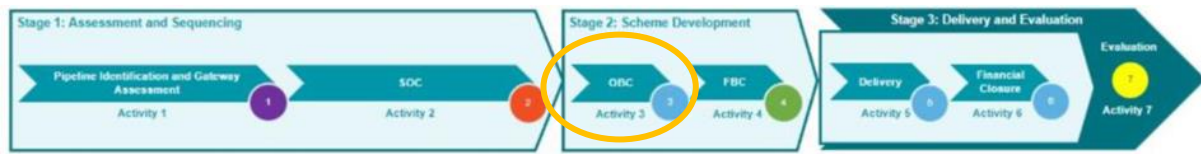


Section A: Scheme Summary

Name of scheme:	TCF: Harrogate Railway Station Gateway - Active Travel Improvement Scheme
PMO scheme code:	DFT-TCF-016
Lead organisation:	North Yorkshire County Council
Senior responsible officer:	Barrie Mason, North Yorkshire County Council
Lead promoter contact:	Aidan Rayner, North Yorkshire County Council
Case officer:	Marina Triampela, West Yorkshire Combined Authority
Applicable funding stream(s) – Grant or Loan:	Transforming Cities Fund (TCF)
Growth Fund Priority Area (if applicable):	Priority 4 – Infrastructure for Growth
Approvals to date:	Combined Authority decision point 2 approval (Strategic Outline Case) on 25 June 2020
Forecasted full approval date (decision point 4):	January 2022
Forecasted completion date (decision point 5):	March 2023
Total scheme cost (£):	£10.938 million
Combined Authority funding (£):	£10.638 million
Total other public sector investment (£):	£0.300 million - £0.200 million from Harrogate Borough Council and £0.100 million from North Yorkshire County Council
Total other private sector investment (£):	£0.00
Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Yes – Transforming Cities Fund

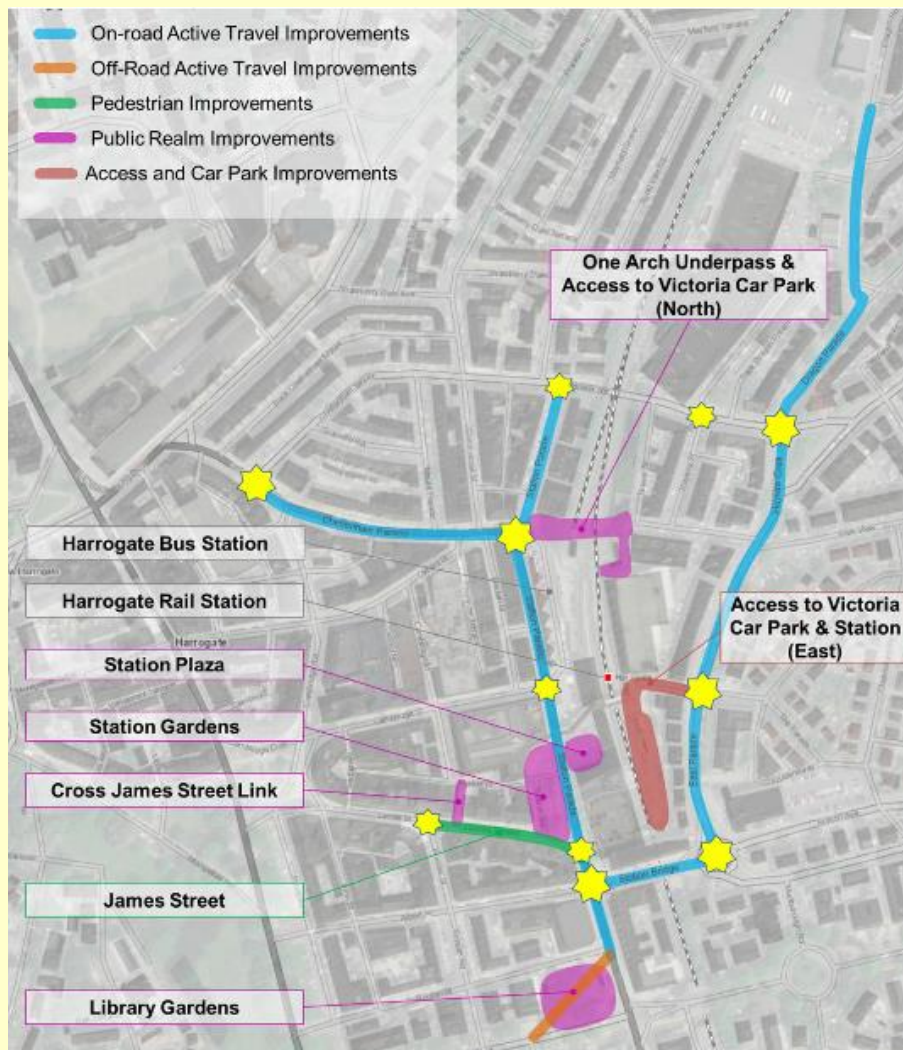
Current Assurance Process Activity:



Scheme Description:

The scheme will improve access to Harrogate Rail Station, from the town centre, new developments, and the wider Leeds City Region, establishing the rail station as the key travel gateway and travel 'hub' within the town.

The scheme includes a number of transformative measures around Harrogate Rail Station, as shown in the map below, to make the area more attractive, welcoming, and easier to access, encouraging more people to walk, cycle and travel by bus and rail, supporting local inclusive and sustainable growth.



Cheltenham Crescent - Cheltenham Mount - Cheltenham Parade

- Altering the Cheltenham Crescent / Cheltenham Mount junction to encourage eastbound traffic to route onto Bower Road via Cheltenham Mount rather than continue onto Station Parade
- A one-way restriction on Cheltenham Mount at the Mount Parade junction to prevent westbound traffic using Cheltenham Mount and Cheltenham Crescent
- Increased bus priority and improved access to the bus station
- Short section of eastbound segregated cycle track connecting to the Station Parade junction.

Station Parade - Between Bower Road and Cheltenham Parade

- A new dedicated bus lane and segregated cycle track. General traffic would be able to access this section of Station Parade from Bower Road
- Reducing the amount of on-street parking and introducing trees to enhance the look and feel of the street for pedestrians
- Making the junction between Station Parade and Cheltenham Parade safer and easier for pedestrians with shorter crossing distances and reduced traffic.

Station Parade – Between Cheltenham Parade and the bus station exit junction

- A new pavement on the east side of Station Parade, adjacent to the bus station
- A new segregated cycle track
- This section of Station Parade is reduced to one lane only for motor vehicles.

One Arch underpass – North of the bus station

- Entrance and lighting improvements to the underpass to make it more welcoming at all times of the day and night.

Station Parade – Between the Bus Station exit junction and Victoria Avenue

- A new pavement on the east side of Station Parade, adjacent to the bus station
- A new segregated cycle track
- This section of Station Parade is reduced to one lane only for motor vehicles
- New living pillar lighting columns, which would provide extra green features along the street.

Station Square

- Creation of a more flexible public space, with the potential to host a range of events and activities
- Introduction of water jet fountains and a reflection pool to provide a link to Harrogate's spa town heritage and create new visual interest, appealing to a wide range of age groups
- New planting and trees
- Potential site for a new public art feature.

James Street – East of Princes Street

- Pedestrian improvements including resurfacing with natural stone and new trees and rain gardens
- On-street parking provision will be reduced to create more space for pedestrians, with motor vehicle access controlled by rising bollards and signage.

Station Bridge

- New segregated cycle tracks. General traffic would still be able to access Station Bridge with one lane provided for motor vehicles in each direction
- Walking and cycling improvements at the Station Bridge / East Parade roundabout.

East Parade – Between Station Bridge and the Victoria Car Park Access junction

- New segregated cycle tracks. General traffic would still be able to access East Parade with one lane provided for motor vehicles.
- Natural stone paving within public spaces, on James Street and on Station Parade between Cambridge Street and Station Bridge

Package of Sustainable Transport Measures

- Electric vehicle charging provision at the Victoria multi-storey car park
- Cycle hub and secure parking adjacent to Harrogate Rail Station

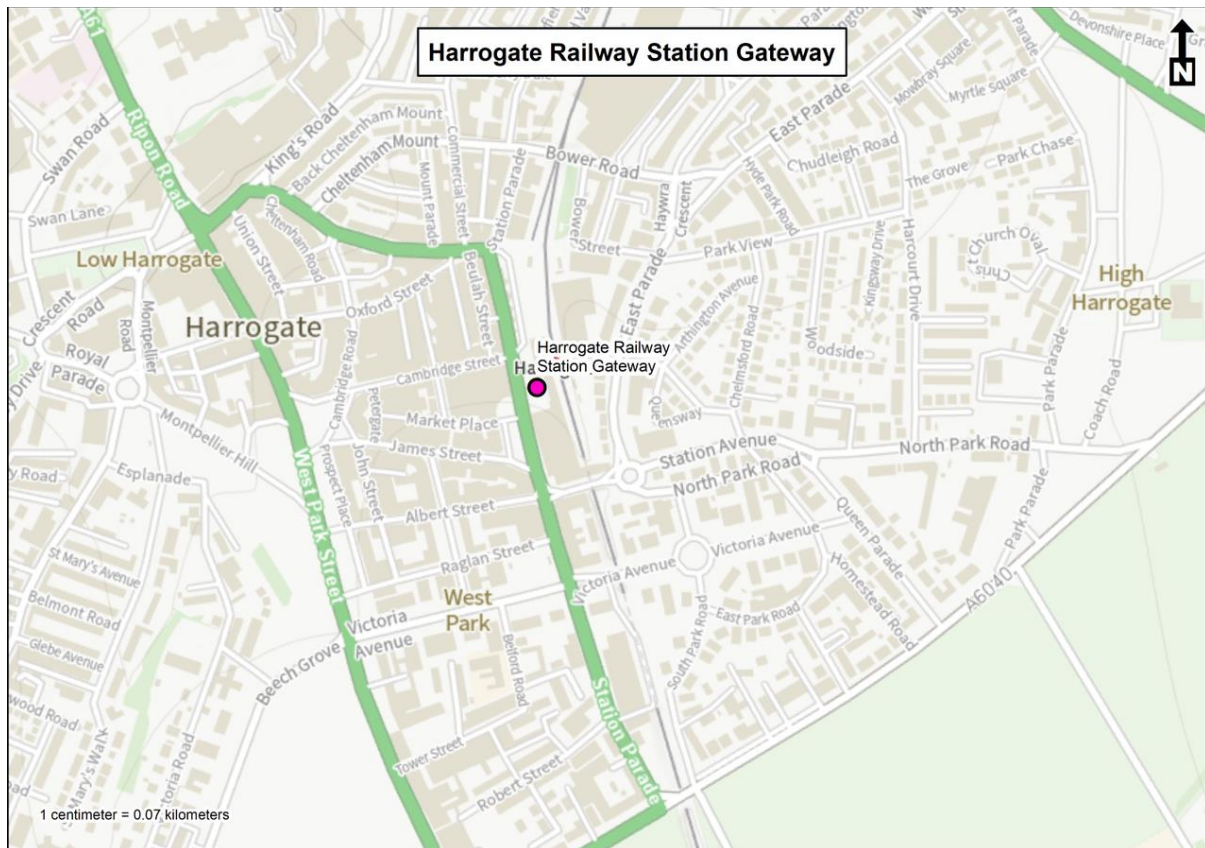
Business Case Summary:

Strategic Case	<p>The scheme aims to encourage investment in the town and contribute to economic growth by making it a more attractive place to live, work and visit.</p> <p>The scheme will stimulate growth and contribute to addressing the key issues associated with a rapidly growing and ageing population and the economic imbalance caused by low skilled and low paid local jobs and a highly skilled resident population, which results in a less resilient local economy, high levels of cross-boundary commuting and less sustainable travel patterns.</p> <p>The scheme will establish Harrogate Rail Station at the heart of the town and the wider Harrogate district and will improve links and access between the town centre, rail station and new developments, with the station becoming a central sustainable travel 'hub'.</p> <p>By making the rail station gateway area more attractive and welcoming, together with the improved links and access to and from the rail station, the scheme will help to deliver healthy streets in the town centre, and support development within the town, such as the Station Parade development site located in the vicinity of Harrogate Rail Station.</p>
Commercial Case	<p>An online public consultation took place from February to March 2021, looking at the scheme proposals. One thousand responses were received, with strong public support for the preferred scheme,</p>

	<p>described in this summary business case. Most respondents stated a preference for reducing Station Parade to one lane for traffic and introducing improved pedestrian and cycling infrastructure.</p> <p>The continued growth and prosperity of Harrogate Town Centre is dependent upon providing sustainable (cycling, walking, rail, and bus) travel options. The dominance of private cars is no longer seen as a sustainable option and will impact on future growth. Encouraging more people to cycle, walk or travel by rail and bus and making public spaces more attractive and welcoming, are key to unlocking development, that will bring much needed new homes and jobs to the town. The scheme is, therefore, critical to facilitate future development of the area, including elements of the station gateway masterplan.</p>
Economic Case	<p>The preferred scheme option has a Benefits Cost Ratio (BCR) of 1.7:1, representing the Medium Value for money position. Most of the scheme benefits are related to health and journey benefits for pedestrians, cyclists, and rail users, which aligns to the scheme's objectives.</p>
Financial Case	<p>The total scheme costs are estimated at £10.938 million including risks and contingencies, £10.638 million of this is being sought from the Combined Authority. The remaining £0.300 million will be funded by the local authority and scheme promoter (£0.200 million from Harrogate Borough Council (HBC) and £0.100 million from North Yorkshire County Council (NYCC))</p>
Management Case	<p>North Yorkshire County Council and Harrogate Borough Council have the project management systems, skills, and track record to be able to deliver this project successfully.</p> <p>A Combined Authority project manager will work in partnership with the scheme promoter to support them through the Combined Authority's assurance process. North Yorkshire County Council will have a dedicated TCF Projects Delivery Manager to oversee the development of the scheme and delivery phases. A North Yorkshire TCF Projects Board has already been established to oversee all three NYCC TCF projects (Harrogate, Skipton, and Selby).</p> <p>The scheme will report into the Combined Authority's TCF Access to Places Thematic Programme Board.</p>

Location Map:

The following map shows the location of the TCF: Harrogate Railway Station Gateway - Active Travel Improvement Scheme:



Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-regioninfrastructure-map/>