



Transforming Cities Fund

Harrogate Station Gateway

Delivered in
partnership by:



Funded by:



Harrogate Station Gateway : Updated Proposals Autumn 2021

In 2019, we held the Harrogate Congestion Study to find potential solutions to Harrogate's congestion. The public feedback favoured support for sustainable transport measures, including better provision for walking and cycling, and improved public transport access. There was also strong support for making the town centre a more people-focused place, also to encourage business growth and improve public health.

Since then, we have been developing proposals through the transforming Cities Fund (TCF) programme, to make it easier to walk and cycle to rail and bus services, and reducing general traffic within the town centre. We hope to use the £11m investment in Harrogate town centre to deliver the following benefits:

- Enhanced, sustainable access to transport hubs/jobs
- Easier and safer ways to get to the transport hubs and to places of work by walking or cycling
- New bus lanes and improved exit from bus station to improve journey times
- A more appealing environment for people walking and cycling by reducing the dominance of cars and lower speeds to create. It will also decrease noise and pollution levels
- Making it easier and safer for people with disabilities by improving surfaces, reducing obstacles and providing more room
- A town centre environment that promotes social interaction and encourages people to visit, stay and spend time – boosting the local economy
- New flexible event space that will allow the town to offer a range of events for its 6.3 million annual visitors
- Improved health outcomes by facilitating and promoting walking and cycling

You Said, We Did

We undertook a public consultation in February and March 2021 which presented design options for proposals that focused on Station Parade and adjoining streets. The public feedback received through this process has been used to inform the updated designs for the scheme in the following ways:

Station Parade – The strongest support was for the 'One-Lane option' for Station Parade. This means changing the road space to make one-lane for vehicles and one-lane for a new protected cycleway, plus footway improvements to be introduced on Station Parade. This option has now been progressed in an updated form into our current designs.

Northern section of Station Parade – The strongest support was for making the street one-way (southbound) for vehicles and remove some on street parking to create safe space for cycling and better priority for buses. This option has now been progressed in an updated form into our current designs.

One Arch underpass – There was majority support for our proposals to improve the One Arch underpass. We received some concerns regarding the shared use of the underpass for walking and cycling. We have therefore updated our proposals to improve visibility and reduce the potential for conflicts.

Station Square – There was majority support for our proposals to improve Station Square. We received some concerns regarding the maintenance of the proposed water feature. We are currently working with a specialist water fountain contractor to ensure that all maintenance requirements are fully understood and costed.

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Victoria Monument – We received a mixed response to the potential of relocating the Victoria Monument. We are therefore continuing to propose that the monument remains in its current location and it is incorporated into our updated design.

James Street (east) – We presented three different options for how the eastern end of James Street could look in the future. The following support was received for each option:

- Full pedestrianisation – strongest supported option
- Unrestricted vehicle access – second most popular option
- Part-time pedestrianisation – least popular option

Implementation of the full pedestrianisation option however, has the potential to significantly delay the delivery of the scheme, due to the process required to gain statutory approval. This extension in delivery timescales would likely result in funding deadlines being missed, which would prevent implementation of the full scheme, and so full pedestrianisation is not considered viable at this time.

The main reasons given for supporting the full pedestrianisation option were that it would look and feel better and safer, and create more spaces for trees and green features.

Consequently, we have decided to progress with the part-time pedestrianisation option, as this would retain the potential to make James Street (east) fully pedestrianised in the future with minimal additional changes to the look of the street.

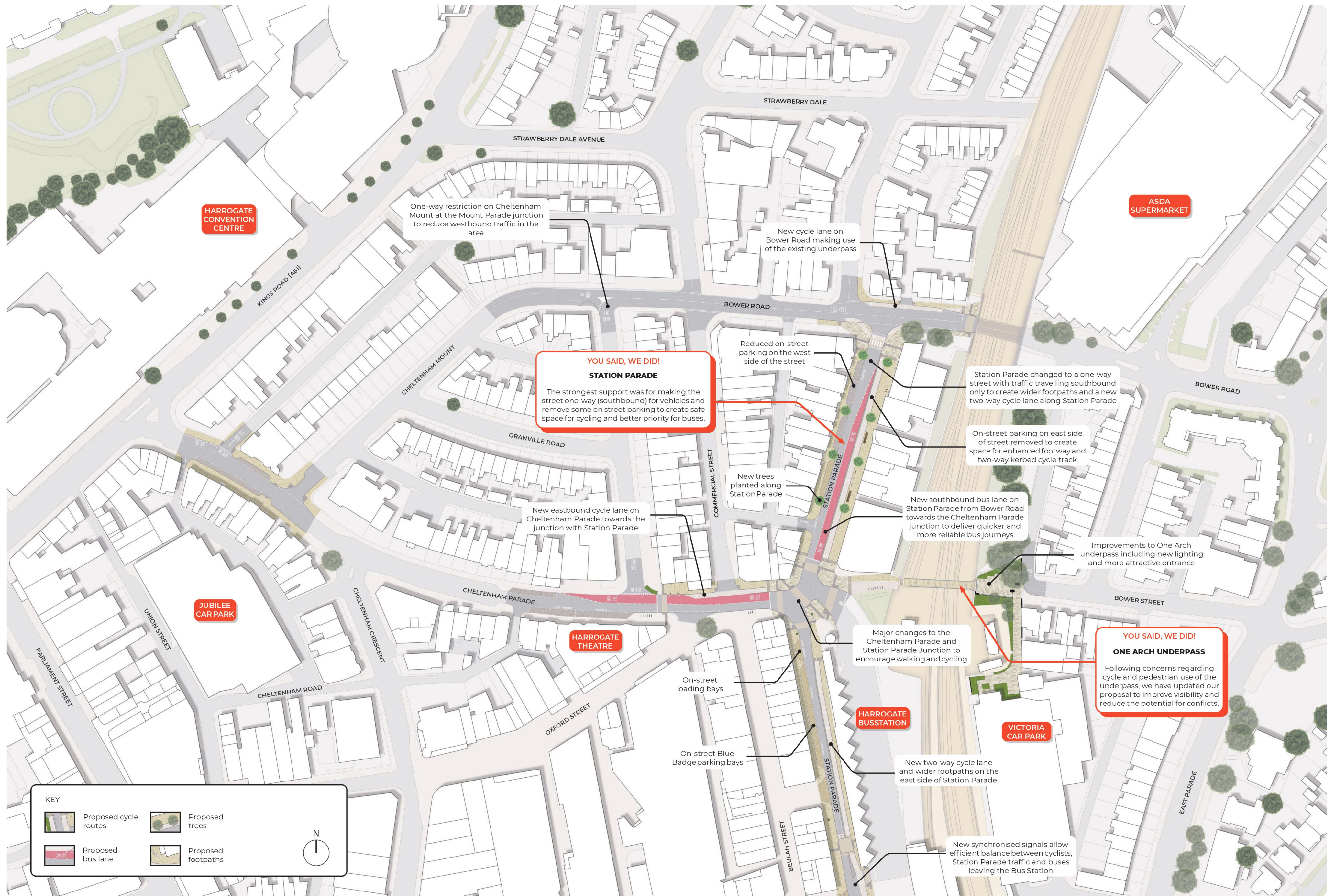
The part-time pedestrianisation option will restrict vehicle access to loading only and at limited times and retains many of the changes to the look of James Street (east) that were included in the full pedestrianisation option, such as more greenery, planting and improved seating areas.

East Parade - We had previously highlighted the opportunity to improve cycling infrastructure along East Parade. However, progressing this option risks delivering the scheme within the prescribed timeframe and increases the impact of the build on the town's road network. We are therefore not progressing with all of the previously proposed works on East Parade as part of this scheme.

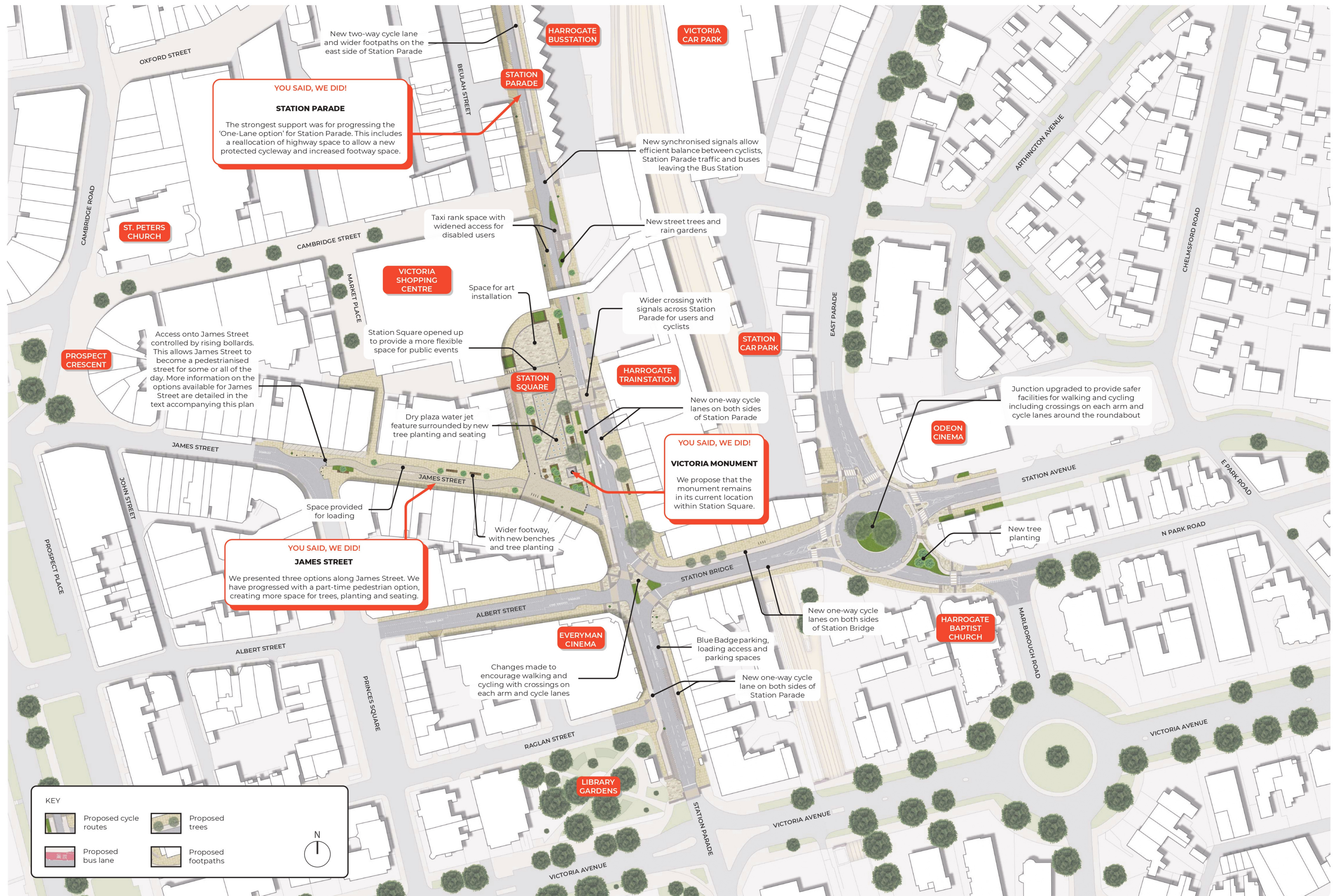
So you can easily see our latest proposals, we have included two plans, covering different parts of the town centre.

We have also included photos and pictures to help illustrate the materials we are considering. Visualisations have been created for key locations to help bring the proposals to life.

Plan A: Cheltenham Parade, Station Parade (north) and Bower Road



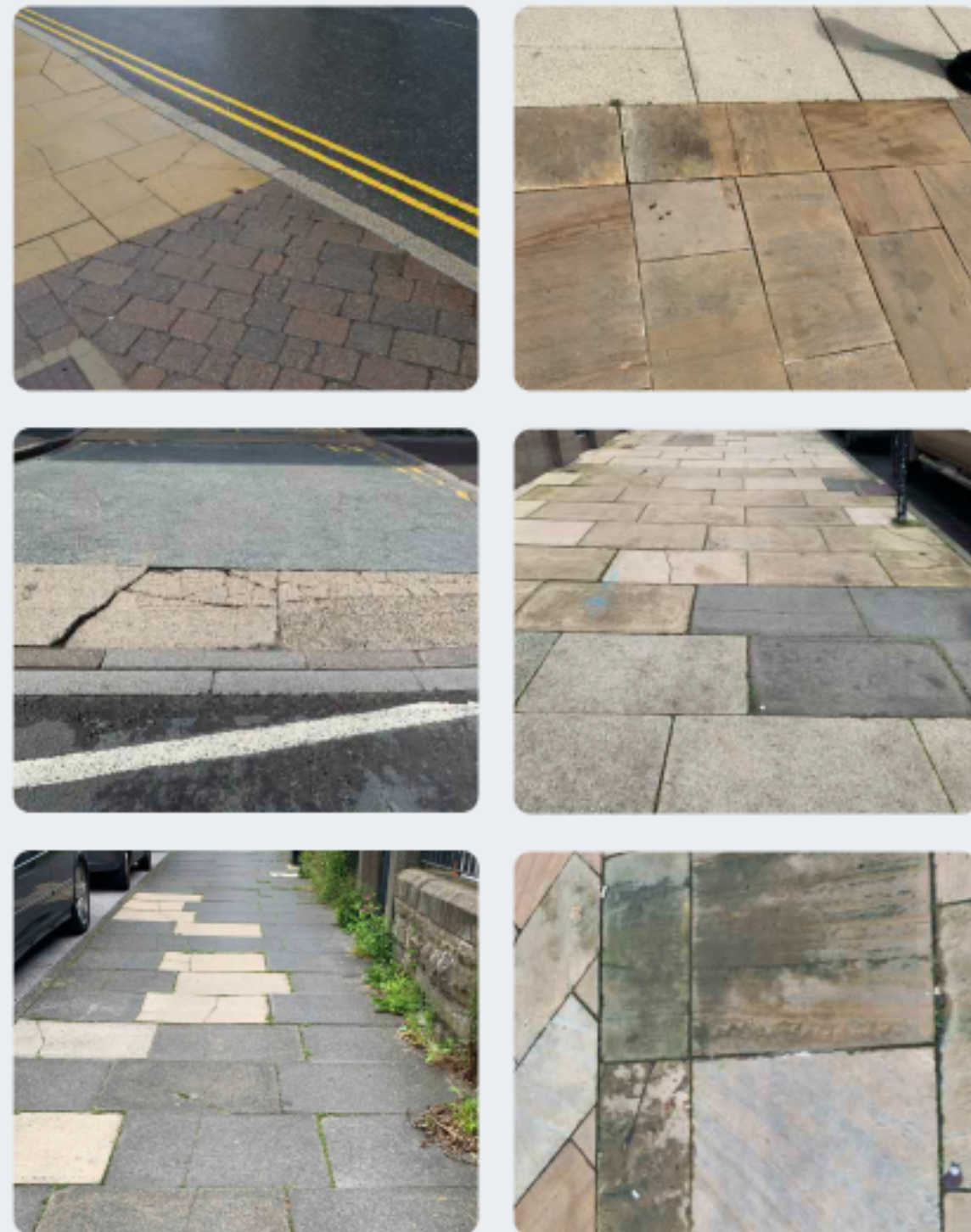
Plan B: Station Parade (central and south), Station Square, Station Bridge and East Parade (south)



Proposed Materials Palette

Existing Surface Materials

The images below are current examples of some of the tired, damaged, inconsistent surface materials around Harrogate Town Centre.



New Footpaths

The diagram below shows the types of new materials we are considering for the Harrogate Station Gateway project. We propose high quality materials that reflect the town's vibrant character and traditional style, that will help to refresh the streets included in this scheme.

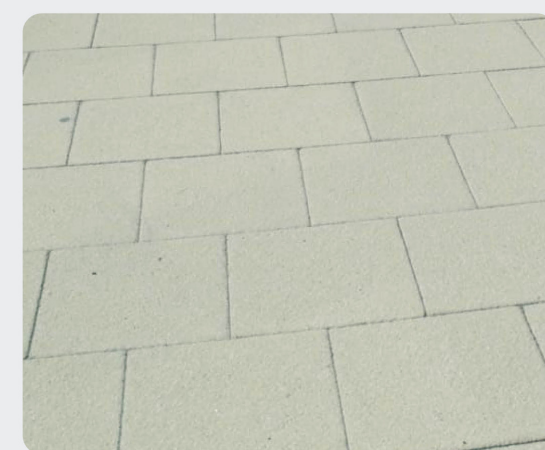
We are keen to hear your feedback on materials prior to finalisation of these during the next stage of design.



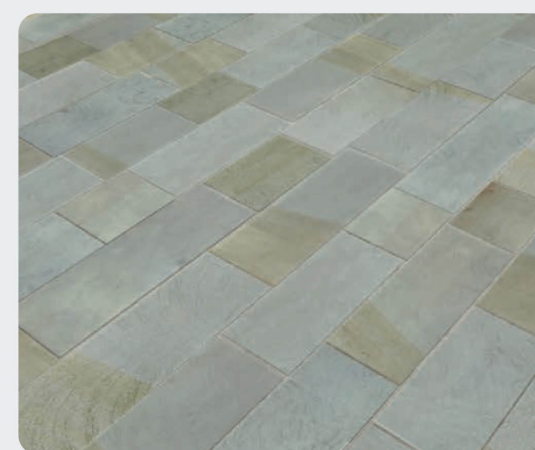
Main Surfaces



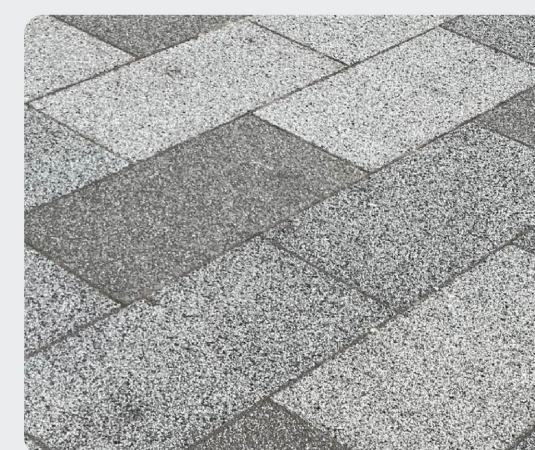
Natural Stone



Concrete Flags



Natural Stone



Parking Bays

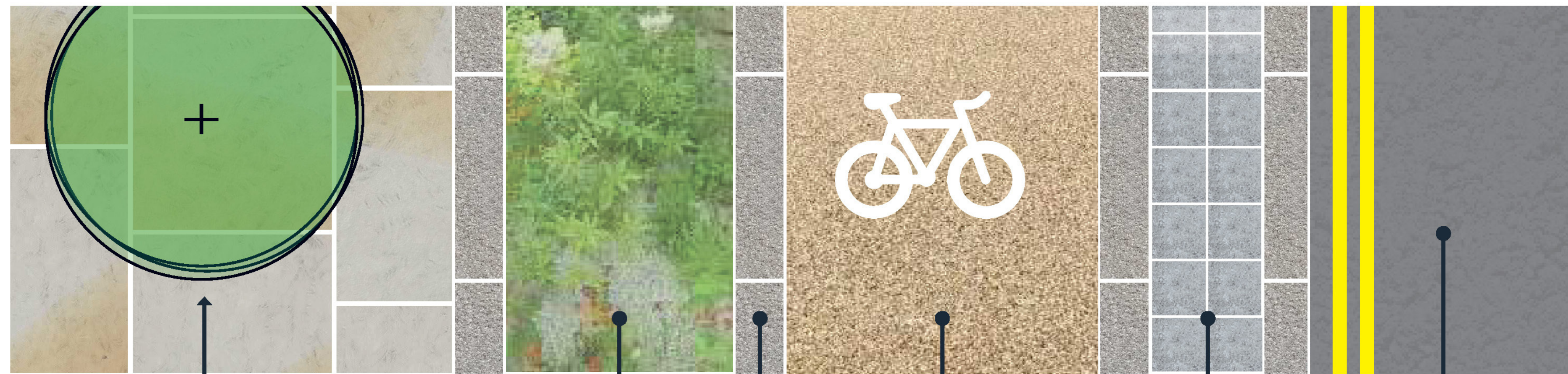


Station Square

Proposed Materials Palette

New Cycle Lanes

The diagram below shows an example of a cycle lane between new planting and the road. Fully kerbed cycle tracks keeps a separation from the road traffic, making them safer than cycling on roads.



wider footway with new trees

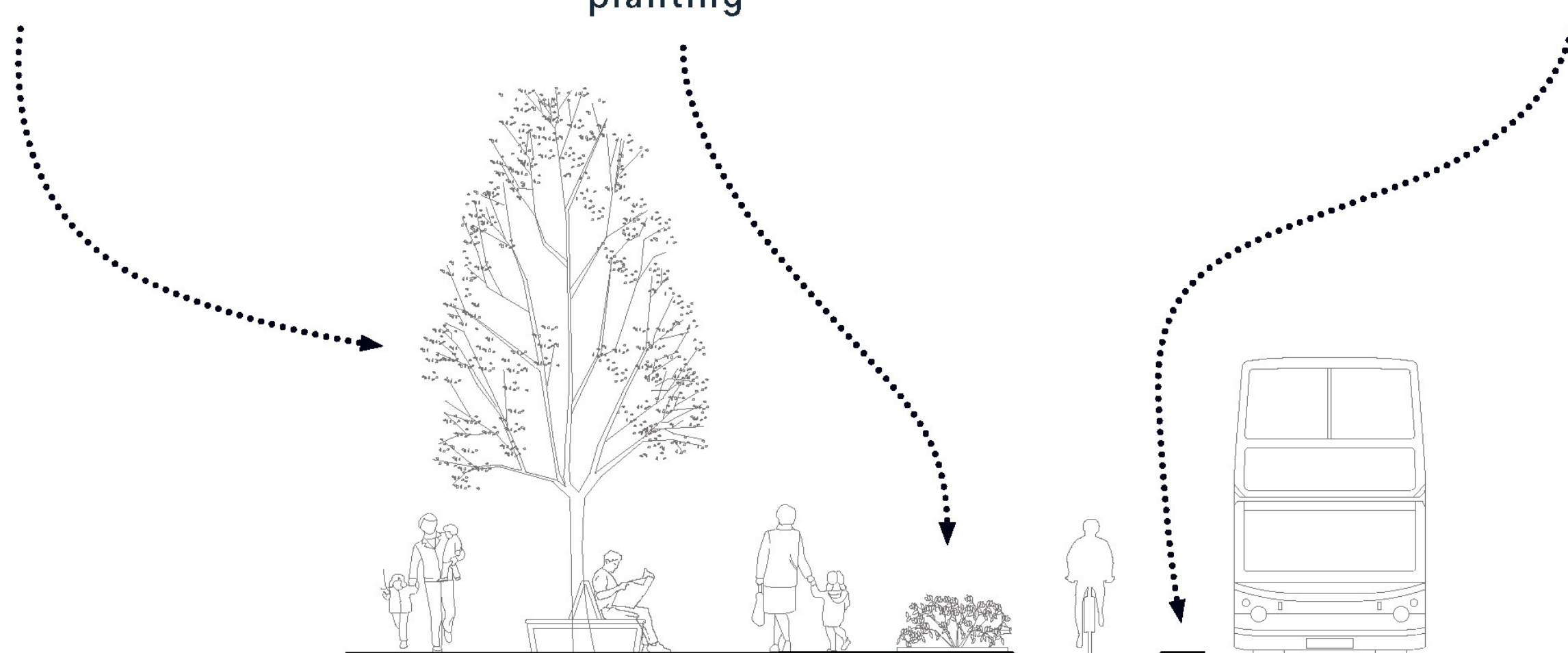
new attractive planting

kerb

new cycle lane

cycle buffer

new road surface + road markings



Example of a new footway with planting and cycle lane

Proposed Materials Palette

New Planting and Trees

We want to celebrate how green Harrogate is by adding in new colourful planting and new trees along streets and in the new plaza at the Station.

We are keen to hear your feedback prior to finalisation of these during the next stage of design.

New tree planting will provide shade, shelter, provide nesting for wildlife, and help remove carbon dioxide to improve the air quality for future generations.



Images courtesy of PlantPARTNER Ltd.

New planting areas will be colourful and attractive for wildlife. Some planters will also provide seating around the outside for people to enjoy green space in the plaza.

Some areas of planting will be 'rain gardens'. These are special planting areas that love collecting rain water to reduce the likelihood of floods around the town.



We propose a number of lighting columns around the Gateway scheme to have planting on them.

These Living Pillars™ are vibrant and colourful, and have built-in insect hotels for wildlife.



Images courtesy of Scotscape Ltd.

Proposed Materials Palette

New Benches

We want to refresh the seating, bins and bollards in the scheme to match the rest of the upgrades taking place. We listened to your previous consultation responses and are providing bigger benches, and more of them.

We are keen to hear your feedback prior to finalisation of these during the next stage of design.



Images courtesy of Woodscape Ltd and Streetlife LLC.

Other Features

There are a number of great features we'd like to keep around the scheme, such as lighting columns and bollards due to their distinctiveness and association to the town.

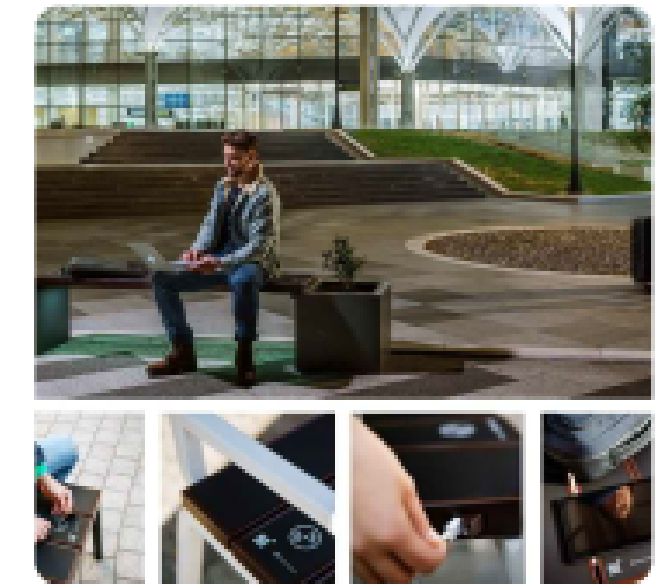
We would like to complement these features with new items that match, such as litter bins and public drinking fountain.



Images courtesy of Woodscape Ltd and Streetlife LLC.

Smart Benches

Smart benches are proposed in the plaza to allow visitors to enjoy the space, whilst charging their devices. These smart benches can also have built-in WiFi and lighting so you can enjoy your time in the plaza in the day and evening.



Images courtesy of AllUrban Ltd.

Water Fountains

We are still proposing a water feature in the Station plaza. The fountain jets can be switched on and off by the Council to cater to year-round events in the plaza. Lighting can also be controlled by visitors using a smart phone to connect.



Image courtesy of Sutton Vane Associates LTD.

Visualisation A: James Street from Station Parade



Visualisation B: James Street



Visualisation C: East Parade, Station Bridge, Station Avenue & North Park Road



Visualisation D: One Arch from Bower Street



Visualisation E: Station Parade towards Bower Road

