

**Meeting at NYC Northallerton attended by representatives from Pannal and Burn
Bridge Parish Council and HAPARA, Cllr John Mann, NYC Officers and Cllr K Duncan
(NYC Cabinet Member for Highways)**

The notes below were produced by HAPARA following the meeting: -

1. On the housing numbers we seem to have a grudging acceptance that the actual number we are dealing with is 3500 - 4000. The only problem is that 2500 is being covered by the WHPP whilst the rest is being dealt with by all the other work. The impression that we got was that there is no document you can go to that actually pulls the two chunks together. We were not at all convinced by, or fully understand, an explanation that it will all come together in the end.

2. Forget it when it comes to any substantial uplift in public transport. We will be stuck with what we have now, assuming that the financial picture does not worsen, and any expansion will not happen until the major developments are well on the way. To all intents and purposes, we are where we are for the best part of the next decade, so nothing to really get traffic off the roads.

3. There was an awful lot of `this is being looked at` stated. After all the years that has gone by since we as a group got involved you would have expected the framework of an infrastructure mitigation package to be in place. Sure, it will always be evolving, but one would expect some clear markers to have been put down by now. It struck us that a process that takes on average seven years to complete, involves consultants galore, national policy guidance's by the dozen, that is not understood by that many people, does not have a lot going for it.

4. There is a significant disjoint between ourselves and NYC officers when it comes to communications. Their whole approach is a tick box one, and not a listening one. When we raised the matter about all of this work being carried out to mitigate against the effects of the West Harrogate urban expansion, and not make things worse, we got the impression that they thought we were being sarcastic. When what we were trying to get from them was a confirmation that all of this work was being carried out to make things better, and to help overcome problems that the councils themselves identified more than a decade ago when this whole process started.

5. NYC confirmed that the whole of the junction mitigation package will be funded by S106 payments and that the cost had now risen to £30M and was likely to rise further. However, this was all about making the existing infrastructure flow more smoothly and nothing really new. Our feeling was that the congestion that we have will probably get worse once the large developments get built.

6. P&R is yet another one of those things that `is being looked at` in the background as part of the Harrogate Transport Plan. How many P&R studies have there been, two or three to our knowledge and they must all broadly say the same thing? We seem to remember an Arup study on this subject 15 years ago, that cost six figures - presumably collecting dust somewhere.

7. All of this work is contained within countless documents and studies, but there is no summary you can go to that lays out defined objectives and the clear benefits that will arise from the proposed actions. It may be an old school way of looking at things, but unless you can summarise what all this work is about on two to three sheets of paper, then process just takes over. Our feeling is that this really is something that the councillors need to address and to start applying pressure on the officers over.

8. We were promised answers to Questions 5 - 12, at the drop-in session on 26th September. It will be interesting to see what we get, given that each of the developers will be dealing with their entity and from our meeting one gets the impression that NYC are taking something of a hands-off approach to the West Harrogate work. Time and time again we keep asking ourselves, `so what is the strategy`? Comes back to Point 7."