



Agenda

- Meeting** Harrogate and Knaresborough Area Committee
- To:** Councillors Peter Lacey (Chair), Hannah Gostlow (Vice-Chair), Chris Aldred, Philip Broadbank, Sam Gibbs, Michael Harrison, Paul Haslam, Andrew Timothy, John Mann, Mike Schofield, Monika Slater, Matt Walker and Robert Windass.
- Date:** Thursday, 27 November 2025
- Time:** 10.00 am
- Venue:** Council Chamber - Civic Centre, St Luke's Avenue, Harrogate, HG1 2AE

This meeting is being live broadcast and recorded and will be available to view [via our website](#) and uploaded to [our Youtube channel](#).

Business

- 1. Apologies for Absence**
- 2. Minutes of the Meeting held on Thursday 25 September 2025 (Pages 5 - 10)**

To confirm the minutes as a correct record, and for them to be signed by the Chair.
- 3. Declarations of Interest**

All Members are invited to declare at this point any interests they have in items appearing on this agenda, including the nature of those interests.
- 4. Public Participation**

Members of the public may ask questions or make statements at this meeting if they have given notice (including the text of the question/statement) to Edward Maxwell of Democratic Services (contact details below) by midday on Monday 24 November. Each speaker should limit themselves to 3 minutes on any item. Members of the public who have given notice will be invited to speak:

 - At this point in the meeting if their questions/statements relate to matters which are not otherwise on the Agenda (subject to an overall time limit of 30 minutes).
 - When the relevant Agenda item is being considered if they wish to speak on a matter which is on the Agenda for this meeting.

If you are exercising your right to speak at this meeting, but do not wish to be recorded,

please inform the Chair who will instruct anyone who may be taking a recording to cease while you speak

5. Air Quality Management Update (Pages 11 - 36)

To update the committee on the latest air quality issues in North Yorkshire following the submission and acceptance of the council's 2025 Air Quality Annual Status Report (2025 ASR) to DEFRA.

6. Active Travel Updates (Pages 37 - 58)

To advise the Committee of progress to date on the delivery of Active Travel schemes within Harrogate and Knaresborough.

7. Town and Parish Council Communication (Pages 59 - 70)

To receive a presentation on the work of the Parish Liaison, Devolution and Community Rights (PLDCR) Team, including current activities and projects.

8. Business Representation in Harrogate

To receive a verbal update from Harrogate District Chamber of Commerce.

9. Reports Circulated for Information Only

2(b) Harrogate Waste and Street Scene Performance Update (Pages 71 - 72)

10. Committee Work Programme (Pages 73 - 80)

- a) to ask Members to consider the Committee's work programme and amend it as required.
- b) to inform Members and the public of work undertaken since the last Committee meeting, including informal meetings and working group sessions.
- c) to inform Members of progress made on issues raised during and since the last Committee meeting.

11. Date of Next Meeting

Thursday 26 March 2026, at 10:00, at the Council Chamber, Civic Centre, St Luke's Avenue, Harrogate, HG1 2AE.

Members of the public are entitled to attend this meeting as observers for all those items taken in open session. You may be interested in subscribing to updates about this or any other North Yorkshire Council committee.

Recording is allowed at Council, committee and sub-committee meetings which are open to the public. Please give due regard to the Council's protocol on audio/visual recording and photography at public meetings. We ask that any recording is clearly visible to anyone at the meeting and that it is non-disruptive.

Anyone wishing to record is asked to contact the Democratic Services Officer (details below) prior to the start of the meeting. If you are exercising your right to speak at this meeting, but do not wish to be recorded, please inform the Chairman who will instruct anyone who may be taking a recording to cease while you speak.

Contact Details

For enquiries relating to this agenda and meeting please contact Edward Maxwell.

E-mail: Edward.maxwell@northyorks.gov.uk

E-mail: democraticservices.central@northyorks.gov.uk

Tel: 0300 131 2 131

Website: www.northyorks.gov.uk

Barry Khan
Assistant Chief Executive
Legal and Democratic Services
County Hall
Northallerton

Wednesday, 19 November 2025

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North Yorkshire Council

Harrogate and Knaresborough Area Committee

Minutes of the meeting held on Thursday, 25 September 2025 commencing at 10.00 am at Harrogate Civic Centre.

Present: Councillor Peter Lacey in the Chair, and Councillors Hannah Gostlow, Chris Aldred, Philip Broadbank, Sam Gibbs, Michael Harrison, Paul Haslam, Andrew Timothy, Mike Schofield, Monika Slater and Matt Walker.

In attendance: Mayor David Skaith (Mayor of York and North Yorkshire) and Councillor Carl Les OBE.

Officers present: Melisa Burnham (Highways Area Manager), Jon Clubb (Head of Parks and Grounds), Heather Lagan (Senior Flood Risk Engineer), Edward Maxwell (Senior Democratic Services Officer), Jennifer Norton (Assistant Director Legal Operations), and David Piercy (Senior Flood Risk Engineer).

Other Attendees: Six members of the public.

Apologies: Councillors John Mann and Robert Windass.

Copies of all documents considered are in the Minute Book

14 Apologies for Absence

Apologies were noted from Councillors John Mann and Robert Windass.

15 Minutes of the Meeting held on 5 June 2025

Resolved: That the Minutes of the meeting held on 5 June 2025, having been printed and circulated, be taken as read and be confirmed and signed by the Chair as a correct record.

16 Declarations of Interest

Councillors Hannah Gostlow and Matt Walker declared non-pecuniary interests in Minutes 19 and 20, as members of Knaresborough Town Council.

Councillor Andrew Timothy declared a non-pecuniary interest in Minute 19, as a member of Harrogate Town Council for an area which bordered Knaresborough and which was mentioned in the report.

17 Public Participation

The following statement was submitted to the Committee, and read out by Hazel Peacock:

We are delighted to see the delivery of Phase 1 of the 20mph zone in southwest Harrogate and wholeheartedly welcome it. We give particular thanks to Heather Yendall, Melisa Burnham and Alan McVeigh for all their work.

The most significant 20mph zone in the county with 200 streets, it aims to create a safer environment for the 4,000 schoolchildren attending the schools in the area and the wider community.

Support for the full, approved scheme (both phases 1 & 2) came from right across the community, residents, parents, cross party politicians and the local MP Tom Gordon. It was supported by 13 Headteachers and educators, many of whom had called for safer streets for many years well before the campaign. We sincerely thank all those involved.

Seeing school children make their way to primary and secondary schools at the start of September (some for the very first time) along streets with reduced speed limits of 20mph was great to see. We look forward to seeing this soon across the essential Phase 2 area as well.

Putting the schools and community at the heart of the scheme, to give young people a safe environment to make their way to and from school, to meet with friends and after school clubs will have significant impact to both safety and wellbeing. This will encourage independence and activity, as well as improving the overall feel of the local area for everyone's benefit.

Data from TfL research shows a pedestrian is five times less likely to be killed at 20mph than at 30mph, with a 34% reduction in people killed or seriously injured on roads after implementing 20mph speed limits. The number of children killed in road accidents fell by a 75% following the implementation of 20mph limits. This is an important reminder of the positive impacts of speed reduction.

We look forward to your ongoing support to achieve the timely delivery of the remainder of the scheme through Phase 2, to create the much-needed safer environment for the 5,000 school children attending Harrogate Grammar School, Rossett School, Rossett Acre Primary School and Ashville College.

This full 20mph scheme is significant not only in size, but because the rest of the region is looking to Harrogate to see what is possible by way of positive change for other schools and communities.

We will continue to collaborate with partners on this next phase, and in future discussions with NYC and the different agencies, about enforcement and improvements for other areas to bring safer streets and environments across our communities.

Thank you.

Officers acknowledged the statement, and the Chair also noted the support of the Area Committee for delivery of the schemes.

18 Attendance of the Mayor of York and North Yorkshire

David Skaith (Mayor of York and North Yorkshire) provided an update on his activities, current projects, and matters of significance to the Harrogate and Knaresborough area. Key priorities included improving rail and bus connectivity, particularly through the White Rose Agreement and a York-Harrogate-Leeds corridor study. A £540 million investment fund has supported housing, transport, and business innovation, including £19.9 million for brownfield development and a £10 million High Street Fund. Over 1,100 homes have been delivered, half of which are affordable. A strategic partnership with Homes England was signed to address housing delivery barriers. The Mayor also holds Police, Fire and Crime Commissioner powers, with new plans developed. Support for micro-businesses and alignment of skills with industry needs were also highlighted.

In response to questions from Members, the following topics were discussed:

- **Integrated Transport and Ticketing:** The White Rose Agreement is central to developing integrated bus networks across borders. Challenges remain, but investment has begun, including extending the £1 fare for under-19s. Cross-border inconsistencies in pricing and disabled pass access were raised and are under review.
- **Rail Infrastructure:** The York-Harrogate-Leeds corridor study will assess proposals for new infrastructure and investment, including proposals such as a station at Claro Road, and upgrades to the single track between Knaresborough and York. The need to improve east-west connectivity across the region was identified.
- **Park and Ride and Local Congestion:** Park and Ride schemes, including potential for Harrogate and Knaresborough, were discussed. Starbeck level crossing and general traffic congestion were raised as key local concerns which had a significant impact on the community. The presence of York as a key hub for rail innovation was also highlighted as being able to support any potential upgrades which could reduce down time at Starbeck level crossing.
- **Crime and Community Safety:** Drug-related crime, county lines, and child exploitation were discussed. Operation Tornado and Operation Magic were cited as active responses by North Yorkshire Police. Emphasis was placed on prevention, early intervention, and the importance of reporting to inform resource allocation where Members noted specific areas of concern. The importance of engagement with youth initiatives and drug and alcohol awareness partnerships was highlighted.
- **Business Support and Innovation:** The Business Innovation Fund, particularly its exporting grant, was highlighted. The Mayor reported that Growth Hub has supported over 90 local businesses since April, with over 700 engaged region-wide. Concerns about support for small businesses affected by roadworks in Harrogate were noted, and while there were no funds or powers to directly support affected businesses, the Mayor highlighted support available from the Growth Hub.
- **Skills and Education:** The Adult Skills Fund was discussed, including a £400,000 allocation to Harrogate College, with further increases expected. Alignment of skills provision with local industry needs remains a priority, as many skills were suited to employers and sectors based outside North Yorkshire.
- **Governance and Collaboration:** The Mayor highlighted how the Combined Authority works collaboratively with constituent councils, citing the work undertaken by transport teams as an example of local knowledge fusing with the advocacy of the Combined Authority for funding and investment. Area Committees were encouraged to contribute local insight and help shape regional plans, and it was noted that this would form the first in a series of annual updates to the Area Committee.

Resolved: That the updates be noted, and the Mayor be thanked for his attendance.

19 **Devolution of Knaresborough Market to KTC**

Jon Clubb (Head of Parks and Grounds) provided an update on the proposed devolution of Knaresborough's weekly charter market to Knaresborough Town Council (KTC), as part of North Yorkshire Council's double devolution pilot. The business case submitted by KTC outlines plans to enhance the market's role in the community, introduce digital booking systems, and maintain stall setup services via local contractors. Financial, legal, and operational implications were addressed. Devolution proposals were expected to be cost-neutral to NYC, however the impact of staff redundancy costs, road closures, and lost

income to NYC were outlined in the report. Subject to Executive approval in October, transitional support and lease arrangements for storage facilities are being considered to enable a smooth handover.

Members welcomed the report and commended the work of officers and KTC in progressing the devolution of the market. The proposal was described as a historic opportunity to empower the town and revive its chartered tradition of local self-governance. The importance of partnership, local stewardship, and the market's role in the community were emphasised, with support expressed for the Executive to approve the transfer.

While enthusiasm was evident, concerns were raised regarding the financial risks to the Town Council. A proposal was made for North Yorkshire Council to provide a clear post-decision timeline to aid planning, and share the last 12 months' data on traders. The slow pace of wider double devolution was noted, with challenges in delivery discussed. Members also acknowledged the efforts of local traders and the Chamber of Trade in supporting the initiative. Officers agreed to provide the requested information and continue their close working with KTC on this issue.

Resolved: That the report be noted.

20 Section 19 Investigation Report on the 6 May 2024 Flood Event in Knaresborough

Heather Lagan (Senior Flood Risk Engineer) and David Piercy (Senior Flood Risk Engineer) presented the Section 19 Flood Investigation Report, prepared in response to the severe flooding in Knaresborough on 6 May 2024, which affected over 50 homes and businesses. The event saw 54mm of rainfall in just 35 minutes, exceeding the monthly average and representing a 1-in-516 year storm. The investigation confirmed that the intensity far surpassed design standards for drainage infrastructure and highlighted key areas of flood risk. While some blockages were identified in smaller drains, the overall drainage systems were overwhelmed. The community's response was commended, and officers sought comment on the report ahead of its formal approval.

Members welcomed the Section 19 Flood Investigation Report but raised concerns regarding its scope, timing, and engagement. It was noted that flooding in areas such as Plompton Drive and Hookstone was shown on the map but not referenced elsewhere in the report, prompting calls for broader geographic recognition. Questions were raised about the adequacy of public engagement, particularly with displaced residents, and the need for clearer communication and equitable access to support such as council tax relief. Members emphasised the importance of acknowledging the human and community impact of flooding, including the strain on local infrastructure and wellbeing, and requested that this be reflected in future reporting.

The potential for water attenuation measures, such as water butts, was discussed, with members urging Yorkshire Water to consider wider implementation as a quick and cost-effective intervention. Concerns were expressed about the report's treatment of blocked gullies and historical flooding patterns, with repeated incidents cited in 1999, 2006, 2021, and July 2024. The classification of Park Avenue as low risk was challenged, and calls were made for a review of flood mapping and maintenance regimes. Members highlighted the need for clearer communication around private responsibilities, particularly regarding soakaways, and welcomed proposals for public information campaigns. Officers acknowledged the feedback, clarified technical aspects of gully design, and confirmed that the report remains in draft form, with opportunities to incorporate recommendations and improve dialogue with elected members.

Resolved: That the Area Committee note the report, and make the following recommendations to the Executive Member ahead of the decision:

1. Commission a Strategic Infrastructure Plan for Knaresborough as a full review of surface water and sewer flood risk mapping for the town, ensuring it reflects observed impacts and provides a reliable basis for future planning. This should inform a dedicated planning document, drawing on Section 106 funding where appropriate (similar to the West of Harrogate Plan) to ensure the drainage network meets current needs and that future development does not worsen flood risk.
2. NYC produce a Prioritised Gully Inspection & Maintenance Plan for Knaresborough, with particular attention to Halfpenny Lane and other high-risk locations where gullies were non-operational during recent flooding. Findings and improvements should be reported back to Area Committee as part of the six-month progress review.
3. Support Knaresborough Town Council in developing a communications plan for residents, providing guidance on flood prevention and resilience measures, clarifying maintenance responsibilities, and signposting local reporting routes and support services.
4. Review the Section 19 Report through the Transport, Environment, Economy, and Enterprise Overview & Scrutiny Committee, recognising the need for a holistic approach by NYC in its roles as Lead Local Flood Authority, Planning Authority, and Highways Authority. This should serve as a case study to strengthen processes and policies for managing future flood events across North Yorkshire.
5. Come back to the Area Committee and Knaresborough Town Council with a six-month progress review.
6. Include an assessment on the impact of the flooding event on the local community.

The Harrogate & Knaresborough Area Committee further proposes that the Executive write to Yorkshire Water and the Environment Agency, to request that they:

1. Undertake an urgent audit of all sewer assets in Knaresborough, ensuring asset transfer and mapping records are complete and up to date, and share this data with NYC's Lead Local Flood Authority.
2. Review maintenance and inspection regimes for key sewers, particularly those on Queen's Road and St Margaret's Gardens, to prevent recurrence of known blockages.
3. Work jointly with North Yorkshire Council to develop the Strategic Infrastructure Plan for Knaresborough (as mentioned above), with clear timelines and defined responsibilities.
4. The immediate installation of water butts where possible be considered to improve water attenuation.

21 Committee Work Programme

Edward Maxwell (Senior Democratic Services Officer) presented the latest version of the committee's work programme, including items for consideration at future meetings, and an update of informal and working group meetings held since the last meeting.

Councillor Aldred, as Chair of the Station Gateway Working Group, provided a verbal update on the scheme, noting that the recent legal challenge had been dismissed. Subject to confirmation of funding from both the West Yorkshire and North Yorkshire Combined Authorities, a report is expected to go to the Executive in October seeking approval to appoint North Yorkshire Highways as the contractor. The scheme, is anticipated to begin in the new year, avoiding disruption over the Christmas period.

Emphasis was placed on the importance of ongoing liaison with local businesses throughout the delivery phase.

Resolved: That the Work Programme be approved, subject to the following amendment:

- a) The addition of an item to monitor and comment on Planning Enforcement matters of significance to the Harrogate and Knaresborough area.

22 Date of Next Meeting

The date of the next ordinary meeting of the Committee, on Thursday 27 November at 10:00am, was noted.

The meeting concluded at 12.00 pm.



Report - NYC Air Quality Update for Harrogate and Knaresborough Area Committee 27.11.2025

Purpose of Report – To update the committee on the latest air quality issues in North Yorkshire following the submission (and acceptance) of the council's 2025 Air Quality Annual Status Report (2025 ASR) to DEFRA. A question has also been submitted as to why the Smoke Control Area in Harrogate does not cover Starbeck and the south-east of Harrogate and Knaresborough.

DEFRA Submission Deadline – 30th June 2025. **Accepted** – 7th November 2025

The 2025 ASR can be found on the website via the link below:

[Local air quality management | North Yorkshire Council](#)

2025 ASR Summary - The North Yorkshire Council Annual Status Report (ASR) (2025) is a statutory document that presents the air quality monitoring data from throughout 2024 and looks at corresponding data trends over the last 5 years. The data is presented in context with the geographical make-up of the county and recent measures undertaken that may affect air quality, such as highway improvements and housing developments. The report also updates the position regarding the current Air Quality Management Areas (AQMA's). 4 out of 8 existing AQMA's were revoked last year after meeting the compliance criteria set by DEFRA.

In 2024 air quality monitoring by NYC's Scientific Team was restricted to measuring nitrogen dioxide (NO₂). The type of monitoring undertaken, and location selection criteria, are dictated by technical guidance issued by DEFRA. The presentation of the data can appear complex, but the report follows a format dictated by DEFRA to aid comparisons between different local authority areas. In general, the report shows that pollution levels in North Yorkshire continue to fall, although NO₂ levels in the Selby AQMA remain perilously close to the government objective level. There were, however, no breaches of the government objective level for NO₂ within North Yorkshire.

The 4 AQMA's currently in North Yorkshire are in the following locations:

1. Knaresborough - Bond End,
2. Harrogate - Wetherby Road, TO REVOKE
3. Selby - The Crescent / New Street,
4. Staithes – top of the village.

The AQMA on Wetherby Road, Harrogate has had compliant levels of NO₂ for over 5 years, 3 of those at 10 % below the objective. In accordance with the DEFRA Technical Guidance, therefore, the council is revoking this AQMA. This will leave only 3 AQMAs in North Yorkshire (compared to 8 at the beginning of last year), which reflects the continued improvement in air quality in the county. This revocation will require the council's Air Quality Action Plan (AQAP) to be updated to reflect the change.

Table 2.2 of the report contains an update on the measures undertaken across the county to address air quality issues. The council's Air Quality Steering Group meets quarterly to review such measures and enables interdepartmental discussions to take place on how best to approach pollution reductions in the most affected areas. It is a statutory obligation under the Environment Act 2021 for all relevant departments of the council to contribute to this process and the group currently consists of the members from:

Environmental Health

Trading Standards

Public Health

Climate Change

Licensing

Development Control

Transport Planning

Electric Vehicle Infrastructure

The steering group is now beginning to work on an Air Quality Strategy for North Yorkshire, which will reflect the council's holistic approach to continuing to improve air quality across all service area remits.

The principal source of pollution within North Yorkshire remains NO₂ from traffic pollution, although other sources are mentioned such as PM₁₀ dust particles associated with quarrying and cement manufacture. These and other potentially polluting industrial sites are also regulated by the Scientific Team via permits issued under the separate Local Authority Pollution Prevention and Control regime.

Despite pollution levels in North Yorkshire being relatively low compared to other areas of the UK, The Environment Act 2021 places a duty to look at continuous improvement, particularly in regard to PM_{2.5}, which are very fine particles that can enter the bloodstream and deposit heavy metals and toxins that can accumulate in the major organs of the body. The very young, old and infirm are particularly susceptible to these particles. The Scientific team are very keen, therefore, to work with colleagues and partners on projects across the county which will potentially reduce pollutant levels. The team have recently purchased 6 real-time air quality monitors to assess the progress of such projects and these are now being installed at strategic locations across the county.

It is to be noted that although the ASR is produced by the Scientific team it relies significantly on contributions from other departments to report on their actions relating to air quality. Throughout the LGR transformation process, the Scientific team has continued to engage with other departments which are increasingly pursuing the opportunities for integrated working offered by being one, unitary council.

As well as the UK statutory air quality objectives, due regard is also given to the latest World Health Organisation (WHO) guideline limits. Although these are much more stringent than the UK limits, with regard to NO₂, levels are already complying with the initial interim target value, and it is to be hoped that further improvements in air quality can be made for the benefit of all the residents of North Yorkshire.

Lack of Smoke Control Areas in Starbeck and Knaresborough - Historically Smoke Control Areas were declared due to the then prevalence of domestic solid fuel burning to provide heating and hot water. Where the housing density and proportion of properties burning solid fuel was such to concentrate the smoke at levels deemed prejudicial to health a Smoke Control Area was declared.

The Smoke Control Areas in Harrogate were declared from around 1980 and now cover a large proportion of the western part of the town. [Search results - In My Area - Harrogate Area - North Yorkshire Council](#)

At that time mains gas was replacing solid fuel as the preferred means of heating across the whole town and air quality had improved to such a degree that that Smoke Control Areas were no longer deemed necessary when it came to review Starbeck and the south-east of Harrogate.

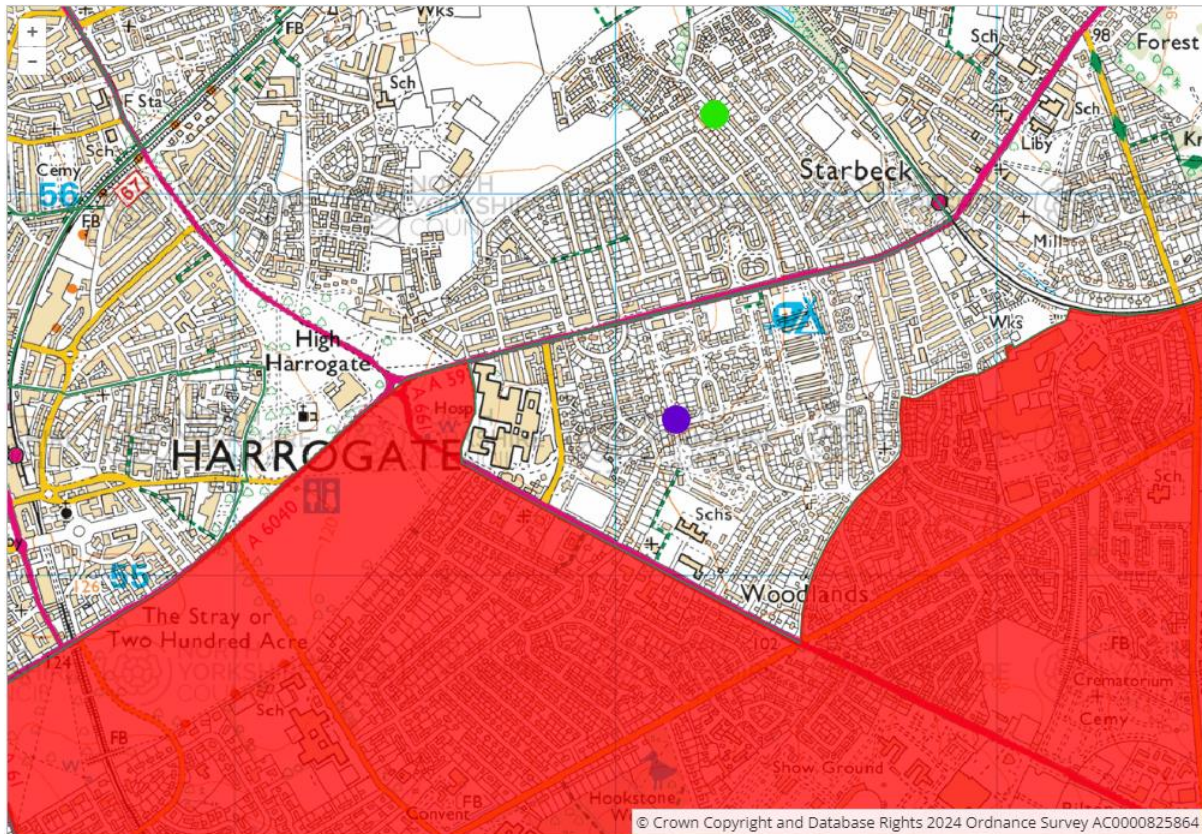
Smoke Control Area restrictions only apply to smoke that comes out of a chimney such as from domestic fires, stoves or commercial pizza ovens. They do not apply in the case of bonfires, barbecues etc. It is important to assess the cause of any problem identified to affect the appropriate solution. Smoke complaints from any source can be investigated as a potential Statutory Nuisance under the Environmental Protection Act 1990 regardless of the presence of a Smoke Control Area. This is the approach more commonly taken when investigating bonfire complaints although it can apply to smoke from chimneys in areas where there is not a Smoke Control Area, if the smoke has a negative impact on the use or enjoyment of an individual's property.

In determining whether further Smoke Control Areas are necessary, an assessment similar to that outlined above would apply as well as a consultation process with affected residents. The council would first have to establish whether there might be a breach of the UK Air Quality objectives and whether the cause would be mitigated by a smoke control area. Smoke is now measured in terms of particulate matter – PM₁₀ and PM_{2.5}.

In addition to an extensive network of diffusion tubes monitoring nitrogen dioxide from traffic pollution, some particulate monitoring is already taking place in the Harrogate area, and more is planned. A monitor has recently been installed on Station Parade and although this is again mainly to assess nitrogen dioxide from traffic pollution it does also measure particulate matter.

The map below shows the Stray and Hookstone wards in red. The green dot shows the location of a monitor which was in place on Kingsley Road for just under 2 years which measured nitrogen dioxide and particulate matter. The data obtained demonstrated compliance with the UK objective values for PM₁₀. In May 2025 the council therefore relocated this monitor to the Air Quality Management Area at Bond End, Knaresborough which was declared for nitrogen dioxide exceedances associated with traffic pollution. Again, as well as nitrogen dioxide, the monitor measures particulate matter. The purple dot is where DEFRA have located a monitor which specifically monitors PM_{2.5} particulates on the corner of Fairfax Avenue and

Hargrove Road. The council are also installing a monitor at Starbeck railway crossing to monitor both nitrogen dioxide and particulate matter (PM₁₀ and PM_{2.5}). Should any of these monitors signify an issue then the council will look at this issue further. Until then there is no evidence to suggest that any area in Harrogate is in breach of the UK air quality objective for particulates.



Map of Harrogate showing location of DEFRA monitor (purple) and former location of NYC monitor. The Stray and Hookstone wards are shown in red for reference purposes.

As mentioned, from May this year particulate monitoring (an indicator for smoke) has been undertaken at Bond End, Knaresborough and to date there is no evidence of a breach of the UK air quality objective for particulate matter. The lack of evidence in the form of smoke complaints received by the council relating to domestic solid fuel burning would also indicate that a Smoke Control Area is not currently required in Knaresborough. The council has also not received any contacts from the NHS regarding increased hospital admissions relating to this issue.

An Air Quality Management Area (AQMA) was declared across Bond End, Knaresborough in 2010 for traffic-related nitrogen dioxide levels exceeding the UK Air Quality objective level. Levels of nitrogen dioxide have since improved and dropped below this level for the last five years and the council hopes to be in a position to revoke this AQMA next year.

There are plans to install a monitor at the level crossing in Starbeck to measure nitrogen dioxide and particulate matter, principally due to concerns relating to emissions from stationary traffic. Street Lighting engineers from the council are to install a column to facilitate the monitor. Traffic related nitrogen dioxide is also measured across Harrogate and Knaresborough using diffusion tubes which are replaced every month. The results can be found in the 2025 ASR.

Unfortunately, the council only has 9 monitors that are capable of measuring particulate matter. 3 of these monitors are / will be located within the former Harrogate Borough - 2 in Harrogate (in addition to the DEFRA PM_{2.5} monitor) and 1 in Knaresborough, leaving 6 for the rest of the county. That demonstrates a significant resource devoted to this locality.

Although there is currently no intention to create more Smoke Control Areas, North Yorkshire Council acknowledges that wood burning stoves are increasing in popularity and that they have the capacity to increase particulate matter levels across the county. In addition to enforcing controls on the sale of solid fuels, the council has placed best practice guidance on its website regarding the use of open fires and wood-burning stoves. The council also takes part in Clean Air Night, a campaign specifically related to the issue of smoke from wood burning stoves and we are working with our Communications team as to how this can be better publicised. Environmental Health staff also engage with DEFRA which constantly looks to review the legislation and guidance surrounding domestic solid fuel burning.

In general, air quality continues to improve in North Yorkshire and more information can be found on the Council's website. [Air quality | North Yorkshire Council](#)

Should you have any questions feel free to address them to me directly.

Dr Kevin Carr
Divisional Officer – Scientific
Regulatory Services
North Yorkshire Council

Telephone: 01748 901180
Email: kevin.carr@northyorks.gov.uk

Harrogate and Knaresborough Area Committee 27.11.2025

Scientific Team – AQMA Update

Local Air Quality Management

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved.

Objectives contained in UK Air Quality Strategy implemented by Air Quality (England) Regulations 2000 (2002 as amended)

Pollutants of Concern in NY

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Nitrogen Dioxide (NO₂) – **Transport**

Particulate Matter (PM₁₀, PM_{2.5}) - **Domestic Solid Burning**



NO₂ Measured using Diffusion Tubes

Objective:

Annual mean $40\mu\text{g.m}^{-3}$

Tubes located according to
Technical Guidance issued by
DEFRA

Must affect Relevant Receptor

PM Measured using Monitors

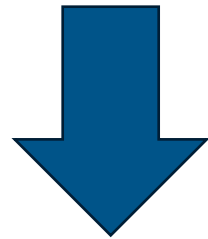
Objective:

PM₁₀ Annual mean $40\mu\text{g}\cdot\text{m}^{-3}$

AQMA in Staithes for domestic solid fuel burning

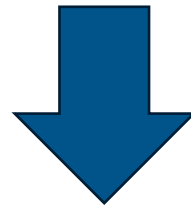


Objective Level Exceedance



Air Quality Management Area (AQMA)

Air Quality Management Area (AQMA)



Air Quality Action Plan (AQAP)

**All former District and Borough
reports now consolidated into NYC
reports:**

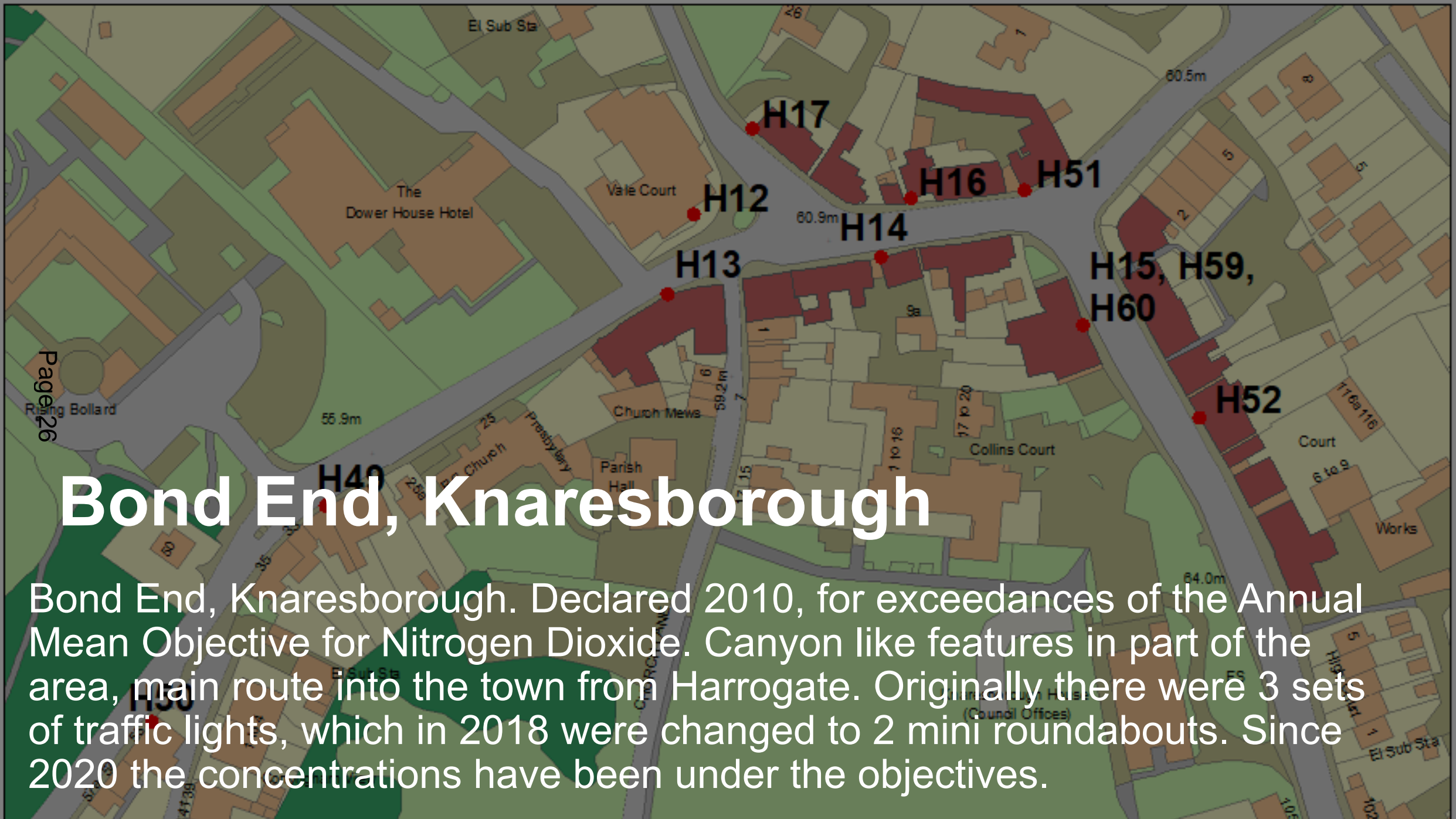
**ASR – Annual Status Report
AQAP – Air Quality Action Plan**

8 AQMAs at LGR:

- 1. Staithes**
- 2. Selby – The Crescent / New Street**
- 3. Bond End, Knaresborough**
- 4. *Wetherby Road, Harrogate (To Revoke)***
- 5. York Place, Knaresborough (Revoked)**
- 6. Low/High Skellgate, Ripon (Revoked)**
- 7. Malton – Town Centre (Revoked)**
- 8. Bedale – Town Centre (Revoke)**

Bond End, Knaresborough

Bond End, Knaresborough. Declared 2010, for exceedances of the Annual Mean Objective for Nitrogen Dioxide. Canyon like features in part of the area, main route into the town from Harrogate. Originally there were 3 sets of traffic lights, which in 2018 were changed to 2 mini roundabouts. Since 2020 the concentrations have been under the objectives.

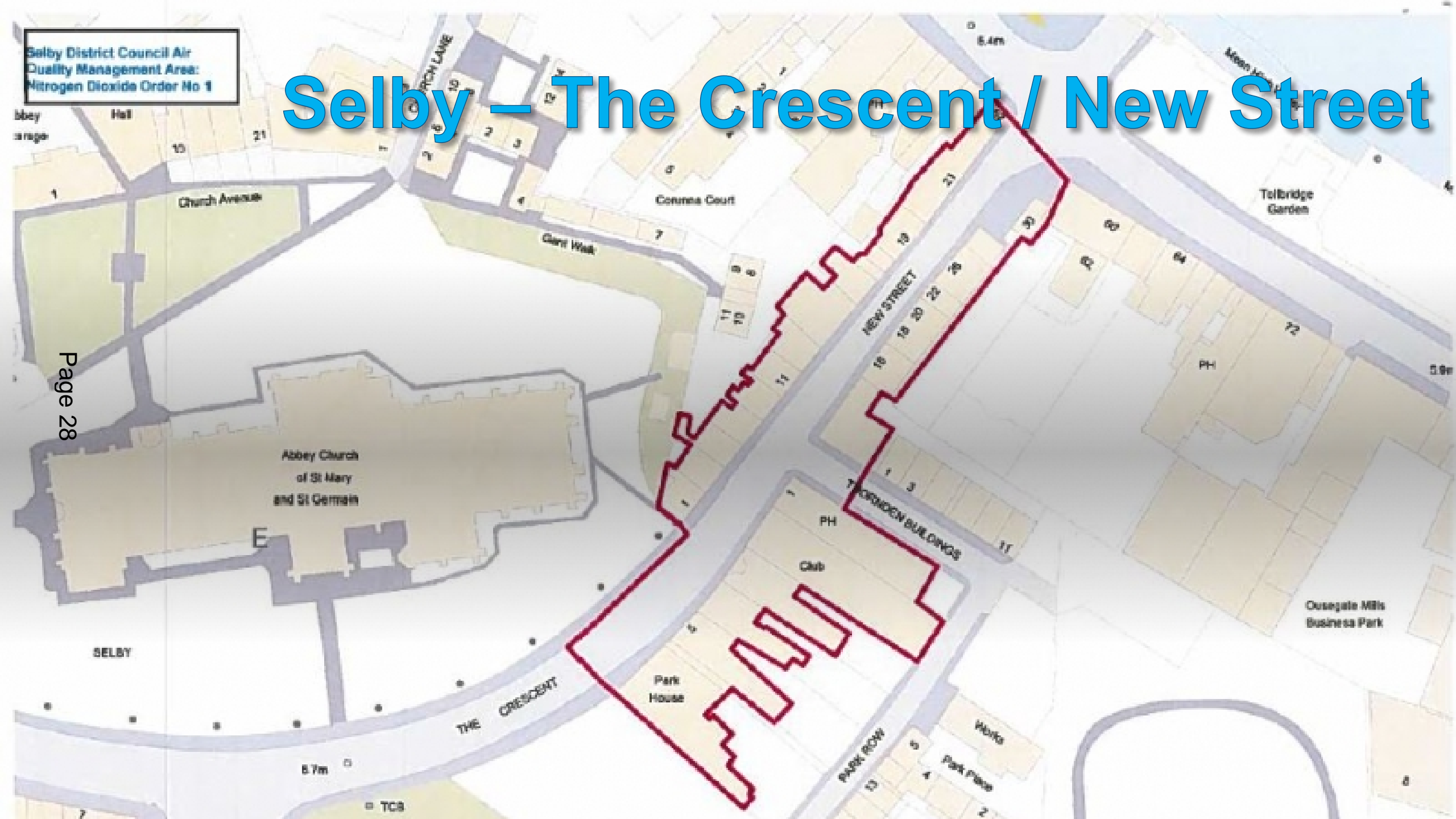


Wetherby Rd, Harrogate



Wetherby Rd, Harrogate. Declared 2017, for exceedances of the limit for NO₂ at the 1st floor flat above a Pub. Concentrations increased following a change in road layout, but have since decreased to under the objective.

Selby – The Crescent / New Street



SELBY

Abbey Church
of St Mary
and St Germain

THE CRESCENT

NEW STREET

GOLDEN BUILDINGS

PARK ROW

Park House

Club

Woods

Park Place

Telbridge Garden

Orsegate Mills
Business Park

5.7m

5.4m

TCS

Measures to address Air Quality in North Yorkshire

Rely on partners to provide information

Selby – regeneration

Staites – Housing Assn. coal to gas

Bond End, Knareborough - roundabouts

Present and Future AQ Work

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- 1. Monitoring and Statutory Reports (ASR and AQAP)**
- 2. Air Quality Strategy (March 2027)**
- 3. Local Plan consultations**
- 4. Links with Primary Authority**
- 5. Community work (e.g. schools, Clean Air Day)**

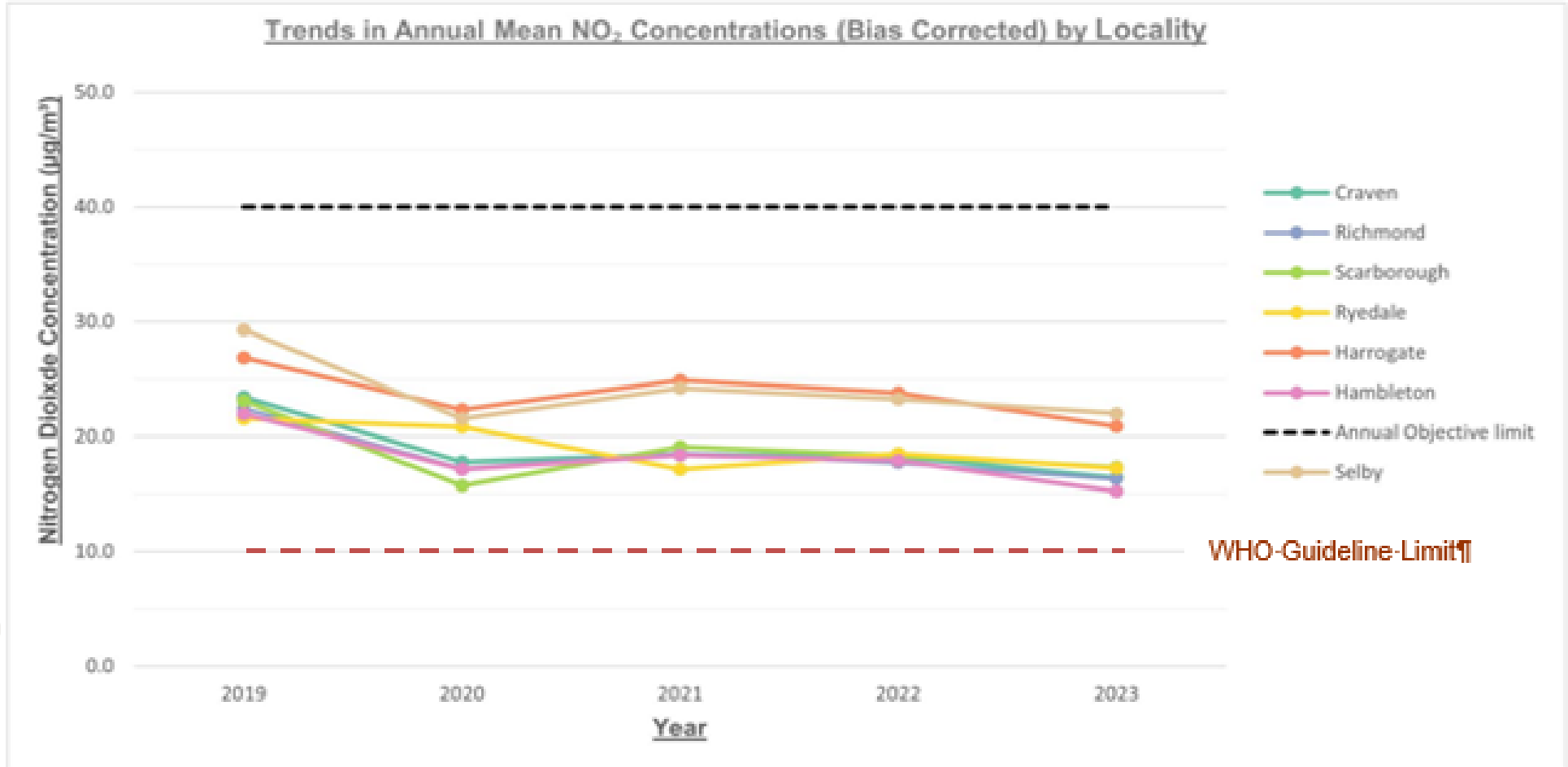
Environment Act 2021

page 31
Sets 2 ambitious, legally-binding targets to reduce concentrations of PM_{2.5}:

- an annual mean concentration target for PM_{2.5} of 10µg/m³ across England by 2040
- an average population exposure reduction target of 35% in 2040 compared to a 2018 baseline

WHO guidelines

Pollutant	Averaging Time	2005 AQGs	2021 AQGs
PM _{2.5} , µg/m ³	Annual	10	5
	24-hour ^a	25	15
PM ₁₀ , µg/m ³	Annual	20	15
	24-hour ^a	50	45
O ₃ , µg/m ³	Peak season ^b	-	60
	8-hour ^a	100	100
NO ₂ , µg/m ³	Annual	40	10
	24-hour ^a	-	25
SO ₂ , µg/m ³	24-hour ^a	20	40
CO, mg/m ³	24-hour ^a	-	4



New Monitors



Kevin Carr – Divisional Officer (Scientific)

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kevin.carr@northyorks.gov.uk

Tel. 01748 901180

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North Yorkshire Council

Harrogate and Knaresborough Area Committee

27 November 2025

Harrogate and Knaresborough Active Travel updates

Report of the Corporate Director of Environment

1.0 PURPOSE OF REPORT

- 1.1 To advise the Committee of progress to date on the delivery of Active Travel schemes within Harrogate and Knaresborough

2.0 UPDATE REQUEST

- 2.1 Following an officer presentation at March 2025 Harrogate and Knaresborough Constituency to update committee members on progress and expected delivery of Active Travel schemes across Harrogate and Knaresborough, officers are now providing a further update on progress since the last meeting. Details of expected delivery dates and associated budgets available can be found in Appendix A.
- 2.2 For background and overview of the schemes please refer to the March 2025 H & K Area Committee report attached as background paper.

3.0 OATLANDS AND WETHERBY ROAD CROSSINGS

- 3.1 Oatlands Parallel Crossing: -The TRO consultation for double yellow lines ran from 09 October to 06 November. Officers are currently reviewing the responses.
- 3.2 Delivery is targeted for February 2026, with the most disruptive works planned during half term to minimise impact.
- 3.3 Wetherby Road Crossing: - Works commenced on site on the 06 October and are now complete. A road safety audit will follow, with any necessary remedial actions arranged thereafter.

4.0 ACTIVE TRAVEL FUND (ATF) 2 – VICTORIA AVENUE

- 4.1 The works programme ran from 17 March to 11 August, extended from the original 17 weeks to include additional pavement works and to advance resurfacing of Victoria Avenue from the 2026/27 capital programme to minimise future disruption. With the exception of street lighting connections and minor snagging, the scheme is now complete. Once NYC receives the as-built drawings, design work for the cycle upgrade scheme can commence.

5.0 BILTON CROSSING

- 5.1 Designs are currently being developed by APS. NYC will arrange a meeting with the designer and Parks & Grounds colleagues to explore opportunities for enhancing the surrounding green space. Once the scope of improvements is agreed, the next step will be informal consultation on both the crossing point and associated TROs.

6.0 KILLINGHALL GREENWAY ACCESS IMPROVEMENTS

- 6.1 Officers are still working to resolve the landowner issue and processing the double yellow lines at the junction with the A61 along with other parking and waiting restrictions in the area for efficiency. The bin has been upgraded, the vegetation around the signs has been cut back and existing lining refreshed along the road. Highway Officers will continue monitoring footpaths and maintaining vegetation clearance on the approach to the greenway to ensure accessibility. Additional surfacing will be subject to agreement with the landowner.

7.0 OTLEY ROAD SUSTAINABLE TRANSPORT MEASURES/NPIF

- 7.1 Following the decision by former NYCC BES Executive Members to re-allocate the remaining funding from the National Productivity Investment Fund (NPIF) to a package of 'Sustainable Transport Measures' for the West of Harrogate, design works for ten individual schemes have commenced and next steps for delivery have been identified. This is a package of ten separate projects each on their own timelines with varying consultation requirements.
- 7.2 Cold Bath Road Signals Upgrades: - Package went out to tender on 29 September 2025 with tender returns due 24 October. Delivery will be between January and April 2026 subject to Streetworks permitting and chosen contractors availability.
- 7.3 Otley Road Bus Stop Upgrades: -The proposals need to be reviewed against the designs for the West of Harrogate proposals for Pannal Ash Road and Otley Road cycle schemes. It is anticipated that the works can be incorporated into the West of Harrogate designs and delivered at the same time. The main WoH works are currently expected to be delivered in summer 2026 but this is contingent on a successful funding bid. If the West of Harrogate works are further delayed it may be possible to make the bus stop upgrades but a review will need to take place to ensure there are no abortive works.
- 7.4 Cold Bath Road & Arthurs Avenue 20mph Zones/Sinusoidal Cushions; -Reference Section 10.0 – 20mph Update
- 7.5 Access Arrangements at Falcon Chiropractic; -_Signals transfer of main programmed for 13 October with equipment upgrades to follow.
- 7.6 Crossing point Western Primary School: -Informal consultation was between 10 February and 02 March 2025. Consultation feedback was mixed, with several respondents preferring a controlled crossing. However, this is not feasible due to the proximity of the existing signalised crossing near Falcon Chiropractic and the location of bus stops, which cannot be relocated within budget. Passenger Transport has also confirmed they would not support relocating the stops. Therefore, the proposal remains to proceed with an uncontrolled crossing, with further stakeholder engagement planned to explain the rationale and build support. In the informal consultation, 82 respondents supported or strongly supported, 9 were neutral and 16 opposed or strongly opposed out of 107 responses.
- 7.7 Improve Crossing point from PROW Green Lane Ashville College: - Designs have been progressed as part of the wider West of Harrogate package. Consultation for crossing point to be completed at the same time as the consultation for the traffic calming solution in this area (see table in section 9.0).
- 7.8 Review signing for cycle paths: -_As per previous updates; This is linked to cycle priority work led by the transport planning team; delivery will be towards end of NPIF program.

7.9 Cycle parking/improved public realm Cold Bath Road: - As per previous updates: Requires planning permission so delivery would be towards end of the overall NPIF program. Feasibility work is still ongoing.

8.0 HTIP- HIGHWAYS TRANSPORTATION IMPROVEMENT PLAN

8.1 A report detailing the outputs from the HTIP stage 2 study and to discuss options on next steps is due to be reported to Environment Executive Members meeting before the end of the year.

9.0 20MPH UPDATE

9.1 Following the implementation of a wide area 20mph TRO across 195 streets in West and South Harrogate (effective from 28 July 2025), officers are now focusing on streets where average speeds remain close to or above 24mph, requiring traffic calming to reduce speeds to a compliant level.

9.2 Designs featuring speed cushions were developed and informally consulted on, following site-specific options appraisals that identified vertical features as most suitable. However, consultation feedback showed limited support for speed cushions, and NYC officers raised concerns about the required level of speed reduction being achieved. Additionally, speed cushions pose challenges for cyclists, particularly those using three-wheeled cycles.

9.3 NYC is now considering sinusoidal cushions in some locations where speed reduction is more challenging. Tarmac versions can be difficult to build and maintain, while bolt-down alternatives are significantly more expensive and have limitations in road marking compatibility due to the manufacturing process. Neither type has yet been installed in North Yorkshire. A sinusoidal cushion is similar to a round top or a flat top cushion, spanning the width of the carriageway, but the side profile is “s” or wave shaped, offering a smoother ride for car passengers, cyclists, and busses when compared to other construction methods. In some locations, a combination of sinusoidal cushions and other methods may be proposed.

9.4 City of York Council has recently trialled both bolt down and tarmac sinusoidal cushions with promising results, showing greater speed reduction than traditional cushions. As such, NYC will develop designs utilising sinusoidal cushions or sinusoidal cushions in combination with other measures where appropriate. As these cushions have not been previously consulted on, both informal and formal consultation will be needed, along with a report to Environment Executive Members if objections arise.

9.5 Once the cushions have been installed, monitoring of speed reduction and environmental impacts (potentially noise, vibration and air quality) will be required. Baseline measures will need to be taken so impacts can be assessed. As such it will be necessary to undertake the appropriate surveys before the measures are installed to establish a baseline.

9.6 At this stage, only tarmac cushions will be installed due to the increased cost of the bolt-down versions. Next Steps for Streets requiring traffic calming are summarised below:

Proposed Next Step	Location	Indicative Time Frame
Develop designs for informal consultation, commission surveys/data collection to establish basslines for monitoring, refine designs where required and consult formally. Environment Executive Members report if required, order works through NYH and programme delivery. Monitor vehicle speeds and environmental impact after installation.	Pannal Ash Road Arthurs Avenue Cold Bath Road Oatlands Drive Beech Grove Yew Tree Lane Green Lane Beckwith Road	Design development Nov-Feb, bassline monitoring Jan-Feb, consultation March-May, BES report July, works programmed according to contractor availability/tender timescales.
Await upgrades associated with West of Harrogate and develop solution once development impacts can be assessed	Whinney Lane	TBC

10.0 SCHEMES IN DEVELOPMENT

10.1 Bilton to Hornbeam Park - cycle route

10.1.1 Traffic surveys were undertaken in March to support design work on the northern and southern sections of the route. Following the design workshop with Sustrans (on behalf on ATE) a routing option for the northern section to use the existing Greenway from Bilton Lane to Asda car park has been progressed which is change to the original LCWIP route which proposed infrastructure on the A59 from Bilton Lane to Dragon Road. Following a review of the original concept designs on the A59 it was concluded that a new walking/cycling bridge would be required over the railway on the A59, the cost and delivery of which would be a significant barrier to delivery. The designs now utilise the existing pedestrian/cycle bridge on the Greenway which connects to Grove Park Avenue, where a pedestrian/cycle counter has recently been installed to support future business case work on the route.

10.1.2 Modelling (informed by the traffic surveys) has tested proposed designs on the southern section of the route. An officer/consultant meeting is planned for November to discuss the proposed designs and clarify design queries. The design work and further modelling of York Place is also dependant on the Stray Rein options study which will influence designs on Stray Rein and connections north.

10.2 A59 Missing Link

Numerous design iterations have been produced for the A59 Missing Link scheme. It is evident that a fully LTN 1/20 complaint solution cannot be delivered with constraints near and over High Bridge meaning a departure from cycle design standards would be necessary. Following a design surgery with ATE earlier this year, we have sought further advice in the relation to the latest design iteration. Further discussions with officers/Cllrs regarding key issues are ongoing and a standalone report will follow in the new year.

10.3 Harrogate Cycle Network Development Prioritisation

The external consultation period with key stakeholders on this project is drawing to a close and officers are optimistic that the final priorities will be presented to Environment Executive Members in due course. These priorities (alongside priority LCWIP corridors) will form the baseline for active travel scheme development as and when appropriate funding becomes available.

11.0 FINANCIAL IMPLICATIONS

11.1 As this is an update report to Area Committee, there are no financial implications arising specifically from this report. Separate reports are submitted where appropriate to ensure the financial implications of each individual project is considered. The approved budgets available for each project and the source of funding has been identified in Appendix B.

12.0 LEGAL IMPLICATIONS

12.1 The purpose of this report is to update members only, further separate reports are submitted when appropriate to ensure the legal implications of each project is considered.

12.2 Proposals being delivered in the 20mph phase 2 scheme will require vertical calming measures these would also be subject to consultation as required under The Highways (Road Humps) Regulations 1999, these will be addressed vi a separate report specifically dealing with the 20mph scheme implementation.

12.3 The 20mph scheme project and projects considering the introduction of double yellow lines will require Traffic Regulation Orders. In delivering Such measures the Council has had regard to its duty pursuant to Section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient, and safe movement of vehicular and other traffic including pedestrians. Further consideration will be required to be given to this duty when considering the responses to the consultation exercises, and the Council is also required to have regard to the Department of Transport Circular 01/2013 when setting local speed limits.

13.0 EQUALITIES IMPLICATIONS

13.1 The purpose of this report is for updates only, separate reports are submitted when appropriate to ensure the equalities implications of each indivual project is considered.

13.2 Consideration has been given to the Council's Public Sector Equality Duty and the potential for any adverse impact arising from the recommendations of this report. Officers believe that the recommended options to deliver from this report do not have any adverse impacts on any of the protected characteristics identified in the Equalities Act 2010 or NYC's additional agreed characteristics. The completed Equalities Impact Assessment screening form can be found in Appendix C.

14.0 CLIMATE CHANGE IMPLICATIONS

14.1 The purpose of this report is for updates only, separate reports are submitted when appropriate to ensure the equalities implications of each indivual project is considered.

14.2 Consideration has been given to the potential for any adverse impacts on climate change arising from the recommendations of this report. A climate change assessment has been completed and included as Appendix D to this report. It is the view of officers that the recommendations included in this report do not have any adverse impacts on Climate change; once the works are implemented there should be a benefit as the measures encourage modal shift away from car use.

15.0	Recommendation
15.1	That the Committee notes the updates provided.

Appendices

Appendix A – Active Travel Delivery programme

Appendix B – 20 March Harrogate & Knaresborough Active Travel updates

Appendix C – Equalities Impact Assessment

Appendix D - Climate Change

Karl Battersby
Corporate Director of Environment
County Hall
Northallerton

Author of report: Jasmin Gibson, Improvement Project Delivery Manager, Highways and Transportation.

Harrogate and Knaresborough Active Travel schemes progress Update: November 2025.

Project	Budget Allocation	Approved funding source	Updates to date	Expected delivery date
Oatlands and Wetherby Crossings	£230,000	26/26 Capital Program	<ul style="list-style-type: none"> Wetherby Road crossing construction commenced 06 October 2025, completed 24 October. Oatlands Drive crossing target delivery from 9th February 2026. 	Q4 25
ATF 2 Victoria Avenue - pedestrian improvements & resurfacing	£807,000 & £200,000	Active Travel Fund 2 & Capital Programme	<ul style="list-style-type: none"> Tender awarded February 2025. Works commencing 17 March 2025, completed August 2025 including full resurfacing brought forward from 26/27 Capital Programme 	Works Complete Q4 24 – Q2 25
Bilton Crossing	110,000	S106/ATF5	<ul style="list-style-type: none"> Funding awarded for delivery of scheme through ATF 5. Consultation on updated designs and TRO's to commence Q4. 	Q3 26
Killinghall Access Improvements	TBC	S106	<ul style="list-style-type: none"> Works to progress double yellow line TRO currently ongoing, vegetation clearance has been completed and will be maintained. Additional surfacing subject to landowner agreement. 	TBC
Otley Road Sustainable Transport Measures	£710,000	NPIF Cold bath road signals upgrade Otley Road bus stops upgrades Cold bath rd 20mph Access arrangements at Falcon Chiropractic 24	<ul style="list-style-type: none"> Tender return for works due October 2025. Delivery target subject to streetworks permits but expected before the end of the financial year. Likely to be delivered with Otley Road improvements associated with West of Harrogate development See report section 9.0 Signals team programme has upgrades taking place Q3 2025 TRO informal consultation February/March 25, likely implementation with CBR 20mph zone Paused to can be looked at in context of wider west of Harrogate upgrades and traffic calming schemes. Designs to ongoing. To tie in with cycle priority work, on pause for now See report section 9.0 	Q4 25 To be Confirmed (TBC)- Not yet programmed Q3 25

		<p>Crossing point western primary school BC</p> <p>Improved crossing point from PROW Green lane Ashville college TBC</p> <p>Review signing for cycle paths</p> <p>20MPH Arthurs Ave Surrounding streets</p> <p>Cycle parking/ improved public realm- feasibility stage still Delivery TBC</p>	<ul style="list-style-type: none"> Feasibility stage 	<p>Q3 26</p> <p>TBC</p> <p>TBC- Not yet programmed.</p> <p>TBC- Not yet programmed</p>
20mph's requiring traffic calming	130,000/175,000	Capital Programme/NPIF	<ul style="list-style-type: none"> Refer to section 9 of report 	TBC
HTIP- Highways Transportation Improvement Package			<ul style="list-style-type: none"> NYC internal review currently ongoing, to be followed by senior manager briefings & member briefings 	TBC

North Yorkshire Council**Harrogate and Knaresborough Area Constituency Committee****20 March 2025****Harrogate and Knaresborough Active Travel updates****Report of Corporate Director of Environment****1.0 PURPOSE OF THE REPORT**

- 1.1 To advise the Committee of progress to date on the delivery of Active Travel schemes within Harrogate and Knaresborough.

2.0 UPDATE REQUEST

- 2.1 Following an officer presentation in September (24) Harrogate and Knaresborough Constituency to update committee members on progress and expected delivery of Active Travel schemes across Harrogate and Knaresborough, officers are now providing a further update on progress since the last meeting. Details of expected delivery dates and associated budgets available can be found in Appendix C.
- 2.2 For background and overview of the schemes please refer to the September 24 H & K Area Committee report attached as background paper.

3.0 OATLANDS AND WETHERBY ROAD CROSSINGS

- 3.1 The detailed design and costings for the scheme have now been completed. The informal consultation for the Traffic Regulation Orders was between 27 January and 18 February 2025. Officers consulted on creating a 20mph zone on Oatlands Drive and Park Edge (surrounding residential streets had already been consulted upon as part of the wider 20mph works), adding traffic calming in the form of speed cushions between Slingsby Walk and York place, and adding Double Yellow Lines to the Eastern Side of Oatlands Drive.
- 3.2 The TRO modifications will also need to be formally advertised for a period of three weeks after the informal consultation responses have been considered and any required changes implemented.
- 3.3 Since a range of responses to the proposals have been received during the informal consultation exercise, it is anticipated that a further Environment Executive report is expected to be needed to consider the objections before the works can be implemented.

4.0 HARLAND WAY

- 4.1 An initial phase of works on the Harland Way has now been completed. The vegetation at the sides of the path has been cleared along its full length, and improvements to drainage have been made throughout. The path has been widened to a consistent width of approximately 2.75m, and stone has been imported and reprofiled to improve the surface and drainage. However, due to bad weather conditions in January including heavy snow fall and compacted ice, the contractor had to pull off site temporarily.

- 4.2 The next phase of work will be to complete the stoning up and reprofiling of the remaining 25% of the path along with any remedial works arising from poor weather. The final surfacing will involve spreading a layer of granite dust over the cycleway which will then be compressed to provide a smooth-running surface. The works need to be completed in fine weather to avoid materials spoiling, so are currently unprogrammed but anticipated to be completed by Q1 25.

5.0 ACTIVE TRAVEL FUND (ATF) 2 – VICTORIA AVENUE

- 5.1 Detailed design has been completed and the works have been tendered. The contract is expected to be awarded early February with works to commence in March 2025. Works are anticipated to be completed by July 2025.
- 5.2 A potential phase two of the works is subject to additional funding being awarded, details of future funding opportunities to bid for are still unknown to date.
- 5.3 A feasibility study for a central bi-directional cycle track is currently in development, once the outcomes of this study are known they will be presented to Environment Executive and next steps agreed.

6.0 BILTON CROSSING

- 6.1 This is a crossing point requested by cycle groups. Design was prepared and locals were consulted on this, safety issues were highlighted which prompted a Road Safety Assessment (RSA) to be completed. The RSA has been completed however due to staffing issues there have been delays in issuing the report. Upon receipt of the report any issues highlighted will need to be rectified, tender documents produced and passed to North Yorkshire Highways to program the works.

7.0 KILLINGHALL- GREENWAY BUILD OUT

- 7.1 A discussion has taken place with the local member regarding the proposal. An informal engagement exercise will take place with local residents and businesses in the area to advise them of the proposals. This has been delayed due to resource pressures and required allocation to the large highways' capital and active travel delivery. A timescale to ensure the engagement exercise is carried out before the end of September, with a view to proceeding with any necessary traffic regulation orders October to November has been agreed.

8.0 OTLEY ROAD SUSTAINABLE TRANSPORT MEASURES/NPIF

- 8.1 Following the decision by former NYCC BES Executive Members to re-allocate the remaining funding from the National Productivity Investment Fund (NPIF) to a package of 'Sustainable Transport Measures' for the West of Harrogate, design works for ten individual schemes have commenced and next steps for delivery have been identified. This is a package of ten separate projects each on their own timelines with varying consultation requirements.
- 8.2 Cold Bath Road Signals Upgrades - Implementation of the signals upgrades does not require consultation. It is intended to link the signals at this junction with Pannal Ash Road. Design work has now been completed but following costing it was concluded that the works will need to be tendered. This process will commence in March 2025.

- 8.3 Otley Road Bus Stop Upgrades - The works have now had outline costings prepared. The next stage is a site walkover with the local Councillor and consultation with residents. Once this has concluded works can then be ordered. Delivery timescale is dependent on lead times for live update signage and contractor availability and the outcome of the consultation.
- 8.4 Cold Bath Road 20mph - Designs complete. informal consultation on TROs between 10 Feb and 02 March. The TRO modifications will also need to be formally advertised for a period of three weeks after the informal consultation responses have been considered and any required changes implemented. The TRO process timescales depend on whether objections are received.
- 8.5 Access Arrangements at Falcon Chiropractic - The signals upgrades will be completed early in the 25/26 financial year.
- 8.6 Crossing point Western Primary School - Designs complete. informal consultation on TRO's between 10 Feb and 02 March. The TRO modifications will also need to be formally advertised for a period of three weeks after the informal consultation responses have been considered and any required changes implemented. The TRO process timescales depend on whether objections are received
- 8.7 Improve Crossing point from PROW Green Lane Ashville College - Scheme paused and will be considered as part of wider West of Harrogate traffic calming/active travel proposals which NYC consultants APS are currently reviewing.
- 8.8 Review signing for cycle paths. - This is linked to cycle priority work led by the transport planning team; delivery will be towards end of NPIF program.
- 8.9 20 mph Harrogate Grammar and surrounding streets - Design completed, TRO informal consultation programmed for 24 Feb to 16 March. The TRO modifications will also need to be formally advertised for a period of three weeks after the informal consultation responses have been considered and any required changes implemented. The TRO process timescales depend on whether objections are received.
- 8.10 Cycle parking/improved public realm Cold Bath Road - Requires planning permission so delivery would be towards end of the overall NPIF program. Feasibility work is still ongoing.
- 8.11 Patching/resurfacing Rosset Cycle Path - Works completed August 2024.
- 9.0 HTIP- HIGHWAYS TRANSPORTATION IMPROVEMENT PLAN**
- 9.1 HTIP2 – Initial briefings have been undertaken within H&T teams. As a consequence, it's been recommended that some additional teams review the draft report. This process will soon conclude, and senior manager briefings will then commence in advance of Member and Committee briefings being planned.
- 10.0 SCHEMES IN DEVELOPMENT**
- 10.1 Bilton to Hornbeam Park -cycle route. Officers attended a design workshop with Sustrans in November to discuss this scheme in detail including routing options, de-risking and improving upon the original concept plans. The workshop was facilitated by Sustrans, on behalf of Active Travel England to support LAs with scheme development. The workshop was attended by NYC officers and consultants working on the Bilton to Hornbeam Park scheme and has influenced the designs going forward.

- 10.1.1 Officers have agreed with the designers to concentrate efforts on the more straightforward elements of the scheme at both the northern and southern extents of the corridor. Traffic surveys are required to inform Traffic modelling for three key junctions within the route as the proposed designs will have an impact on network operation due to the reassignment of road space to cyclists. To support the modelling work, additional surveys will need to be undertaken in a 'neutral month' and must not be concurrent with major roadworks in the immediate area as this would distort the data outputs. These surveys are planned for late February.
- 10.2 **A59 Missing Link**
Design work is currently ongoing. Unfortunately, this is not a straightforward exercise due to the site being very constrained, with limited carriageway width, third party land adjacent to the adopted highway, the narrow listed bridge over the River Nidd, bus stops within the works area and the need to try and abide by LTN 1/20 guidelines all making it difficult to find a deliverable and cost-effective solution within the space available. Officers have met with Active Travel England to seek their guidance in January 2025, which was a productive meeting, though concerns remain. Additional traffic and topographical surveys are needed before a preferred solution can be reached.
- 10.3 **Harrogate Cycle Network Development Prioritisation**
A Knaresborough Cycle Network Development – Prioritisation Outcomes report was taken to Environment Executive on 24th January 2025 and approval to engage key stakeholders on the emerging Knaresborough cycle priorities was given. Whilst internal NYC key stakeholders have had sight of the Harrogate priorities, Officers felt that consulting key external stakeholders on both the Harrogate priorities and Knaresborough priorities at the same time was important and as a result held back the engagement on the Harrogate priorities until this most recent approval at Environment Exec. Officers will now seek key stakeholder views on both Harrogate and Knaresborough cycle priorities.
- 11.0 FINANCIAL IMPLICATIONS**
- 11.1 The purpose of this report is for updates only, separate reports are submitted when appropriate to ensure the financial implications of each individual project is considered. The approved budgets available for each project and the source of funding has been identified in Appendix C.
- 12.0 LEGAL IMPLICATIONS**
- 12.1 The purpose of this report is for updates only, separate reports are submitted when appropriate to ensure the legal implications of each individual project is considered.
- 12.2 Proposals being developed may require vertical calming measures and as such these would also be subject to consultation as required under The Highways (Road Humps) Regulations 1999.
- 12.3 Several of the proposals within this report will require Traffic Regulation Orders. When designs are complete officers will commence the statutory legal process including consultation on the making and/or amending of any Traffic Regulation Orders currently in place. In making these proposals the Council has had regard to its duty pursuant to Section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient, and safe movement of vehicular and other traffic including pedestrians. Further consideration will be given to this duty when considering the responses to the consultation exercises. If objections are received in relation to the TRO schemes consideration will also need to be given to holding of a public inquiry.

13.0 EQUALITIES IMPLICATIONS

- 13.1 The purpose of this report is for updates only, separate reports are submitted when appropriate to ensure the equalities implications of each individual project is considered.
- 13.2 Consideration has been given to the Council's Public Sector Equality Duty and the potential for any adverse impact arising from the recommendations of this report. Officers believe that the recommended options to deliver from this report do not have any adverse impacts on any of the protected characteristics identified in the Equalities Act 2010 or NYC's additional agreed characteristics. The completed Equalities Impact Assessment screening form can be found in Appendix A.

14.0 CLIMATE CHANGE IMPLICATIONS

- 14.1 The purpose of this report is for updates only, separate reports are submitted when appropriate to ensure the equalities implications of each individual project is considered.
- 14.2 Consideration has been given to the potential for any adverse impacts on climate change arising from the recommendations of this report. A climate change assessment has been completed and included as Appendix B to this report. It is the view of officers that the recommendations included in this report do not have any adverse impacts on Climate change; once the works are implemented there should be a benefit as the measures encourage modal shift away from car use.

15.0 RECOMMENDATION

- 15.1 That the Committee notes the updates provided.

Karl Battersby
Corporate Director of Environment
County Hall
Northallerton

Author of report: Melisa Burnham, Area Manager, Highways and Transportation.

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Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Environment Services		
Service area	Highways and Transportation		
Proposal being screened	Harrogate and Knaresborough Active Travel updates (Nov 25)		
Officer(s) carrying out screening	Melisa Burnham		
What are you proposing to do?	To advise the committee of progress to date on the delivery of Active Travel schemes within Harrogate and Knaresborough.		
Why are you proposing this? What are the desired outcomes?	This is the November 2025 Active Travel update report, following the March 2025 update previously provided. The purpose is to provide an overview of ongoing and upcoming Active Travel Projects, along with anticipated timescales for delivery.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		x	
Disability		x	
Sex		x	
Race		x	
Sexual orientation		x	
Gender reassignment		x	
Religion or belief		x	
Pregnancy or maternity		x	
Marriage or civil partnership		x	
NYCC additional characteristics			
People in rural areas		x	
People on a low income		x	
Carer (unpaid family or friend)		x	

<p>Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.</p>	<p>This report outlines an update on previous reports only. Individual project consultations will take place in the community before implementation.</p>			
<p>Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.</p>	<p>N/A</p>			
<p>Decision (Please tick one option)</p>	<p>EIA not relevant or proportionate:</p>	<p><input checked="" type="checkbox"/></p>	<p>Continue to full EIA:</p>	
<p>Reason for decision</p>	<p>This is a report outlining updates of a number of projects across Harrogate and Knaresborough. It should be recognised that detailed consultations with stakeholders, residents, and businesses within the vicinity of the proposals will be consulted before works are implemented.</p>			
<p>Signed (Assistant Director or equivalent)</p>	<p>Karl Battersby</p>			
<p>Date</p>	<p>17/11/2025</p>			

Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance, please email climatechange@northyorks.gov.uk

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Harrogate and Knaresborough Active Travel updates
Brief description of proposal	To advise the committee of progress to date on the delivery of Active Travel schemes within Harrogate and Knaresborough.
Directorate	Environmental Services
Service area	Highways & Transportation
Lead officer	Melisa Burnham (Area Manager)
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	20/10/25

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

Not applicable

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

The purpose of this report is to provide an update of progress, with identified timescales and project details. Budgets have been identified for those projects already in progress and it is recognised that those in development still required identified funding, likely from future bids such as Active Travel England or LTF, if available.

How will this proposal impact on the environment? N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.	Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.	
Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel	X			Active travel schemes will provide a positive opportunity for the community to make 'greener' travel options.	No negative impacts identified.	Improved engagement with the public to support the take-up of more active travel options and to continue with the delivery of other strategic transport projects in Harrogate Town Centre. Continue to support the schools with travel planning implementation.
	Emissions from construction		x		There is likely to be no impact.	N/A	N/A
	Emissions from running of buildings		X		N/A	N/A	N/A

How will this proposal impact on the environment? N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.	Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.	
	Other						
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic		X					
Reduce water consumption		X					
Minimise pollution (including air, land, water, light and noise)	X				Over a longer time period by creating safer streets and supporting sustainable travel infrastructure in the immediate area will facilitate a modal shift of modes of transport.		
Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		X					

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
Enhance conservation and wildlife		X				
Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape		X			New signage will be required, but necessary policies will be adhered to ensuring locations are sympathetic to the area and only where legally required.	
Other (please state below)						

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

- N/A

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

The purpose of this report is to provide an overarching update of Active Travel projects in Harrogate and Knaresborough. Where required individual projects will be reported for necessary legal, financial and climate change considerations.

Sign off section

This climate change impact assessment was completed by:

Name	Melisa Burnham
Job title	Area Manager
Service area	Highways and Transportation
Directorate	Environment Services
Signature	
Completion date	

Authorised by relevant Assistant Director (signature): Karl Battersby

Date: 17/11/2025

Harrogate and Knaresborough Area Committee 27 November 2025 Presentation

Parish Liaison, Devolution and Community Rights (PLDCR) Team - Parish Liaison

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Mark Codman

Parish Liaison and Local Devolution Manager
North Yorkshire Council



Agenda Item 7

PLDCR - Parish Liaison Overview

1 Parish Liaison

The team provides support for all Parish/Town Councils, City Councils and Parish Meetings (Parish Sector Organisations) facilitating ongoing engagement, communication and collaboration.

2. Devolution

The team facilitates the transfer of assets and/or services to local communities including Parish Sector Organisations (PSO's)

3. Community Rights

The team manages the council's statutory responsibilities for Community Rights in the Localism Act 2011 and forthcoming English Devolution and Community Empowerment Bill including the following:

- Community Right to Bid/Community Right to Buy - (Assets of Community Value)
- Community Right to Challenge

North Yorkshire Council - Parish Sector (2024/25)

- There are 572 PSO's (including groups) in North Yorkshire approximately twice as many as any other council, there are only 6 with over 200. Of these there are 160 Parish Meetings that are the smallest type of PSO.
- Where a precept is charged then, compared to other areas, the PSO's in North Yorkshire charge approximately 57% of the national average
- Where a precept is charged more than 45% of PSO's have total precept income less than £5,000, there are only 15 with total income over £200,000
- This indicates that there are a unique number of PSO's made up of more rural organisations and large numbers without a precept/with a very small precept.

PLDCR - Parish Liaison Activities

- The PLDCR Team supports the NYC Relationship with Parish Sector Organisations
- The Parish Charter was adopted in July 2023 and is reviewed and updated annually [Parish Charter | North Yorkshire Council](#)
- The Team provide advice and support across NYC and to all PSO's, they act as a “single point of contact”
parishliaison@northyorks.gov.uk
- The team have facilitated drop-in surgeries and meetings across the county based on NYC Area Committee areas
- Monthly Parish Updates are produced and distributed to all PSO's on the last Wednesday of the month
- The team supports a representative Parish Panel made up of 58 Parish/Town Councils

PLDCR - Parish Liaison - Outcomes

- Since August 2024 there have been at least 230 queries dealt with via the PL inbox
- There have been 13 Parish Liaison/Drop-In Surgeries and Meetings held. The second year has now commenced, and the Harrogate and Knaresborough drop-in surgery was held on 19 September (all day) in Pannal, and the formal meeting was held on 1 October in Arkendale.
- There have been 14 issues of the monthly Parish Update published and 64 county-wide emails have been sent out on behalf of other NYC Services
- There have been 6 Parish Panel surveys undertaken, subjects include The Parish Charter and performance of the PLDCR Team
- The Team have attended 7 individual Parish Council Meetings and 6 Yorkshire Local Council Association Branch meetings
- The estimated number of individual issues raised and resolved is 417

Parish Liaison – Developments 2025/26

- Virtual Drop-in Surgeries have been introduced, held on the 2nd Tuesday of every month (am) and on the 3rd Wednesday of every month (pm) – Appointments are bookable
- A new Parish Website has been developed and will be available in the new year

PSO's in Harrogate and Knaresborough AC Area (17)

1. Arkendale, Coneythorpe and Clareton Parish Council	10. Marton cum Grafton Parish Council
2. Boroughbridge Parish Council	11. Nidd Parish Council
3. Brearton (Parish Meeting)	12. Pannal and Burn Bridge Parish Council
4. Farnham (Parish Meeting)	13. Ripley Parish Council
5. Ferrensby (Parish Meeting)	14. Scotton Parish Council
6. Hampsthwaite Parish Council	15. Scriven Parish Council
7. Harrogate Town Council	16. Staveley and Copgrove Parish Council
8. Killinghall Parish Council	17. Walkingham Hill with Occaney (Parish Meeting)
9. Knaresborough Town Council	

PLDCR Team - Devolution

- Double Devolution Pilots - Work to progress the Double Devolution pilot proposals has progressed, the proposal for the transfer of Knaresborough Market to the town council was agreed by the Executive in October and timescales are being discussed
- A Devolution Framework is being developed for all devolution opportunities across the council. It is anticipated that the work will bring together/update existing approaches to both asset and service-based transfers developing new policies as appropriate including the Community asset Transfer policy and a review of the double devolution process
- There are existing processes/agreements in place including Community Asset Transfers
- Any devolution queries should be submitted to localdevolution@northyorks.gov.uk

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PLDCR Team - Community Rights

Assets of Community Value

- Process developed after 2023 bringing together all district/borough councils' methodologies
- There are 84 ACV Listings in total, of those listed 50 have been nominated by PSO's
- In the English Devolution and Community Empowerment Bill the Community Right to Buy replaces Assets of Community Value with new stages, responsibilities and timescales once owner decides to dispose. The nominating group is assumed to be the preferred Community Buyer with options to have alternatives

PLDCR Team - Community Rights Emerging Areas: English Devolution and Community Empowerment Bill

Local Authority: Effective Neighbourhood Governance

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There is no detail in the Bill but suggests that the Secretary of State can direct the shape of Neighbourhood governance including for existing Local Authorities

Questions?

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Harrogate Waste and Street Scene performance ACC Update

27th November 2025

Dear Councillor Lacey

Further to your request for an update on performance within the Waste and Street Scene Service I have drafted the following briefing note. If you or the wider Committee would like to discuss any points in more detail please do let me know.



Harry J Briggs
Head of Service - Waste Operations and Street Scene

Summary

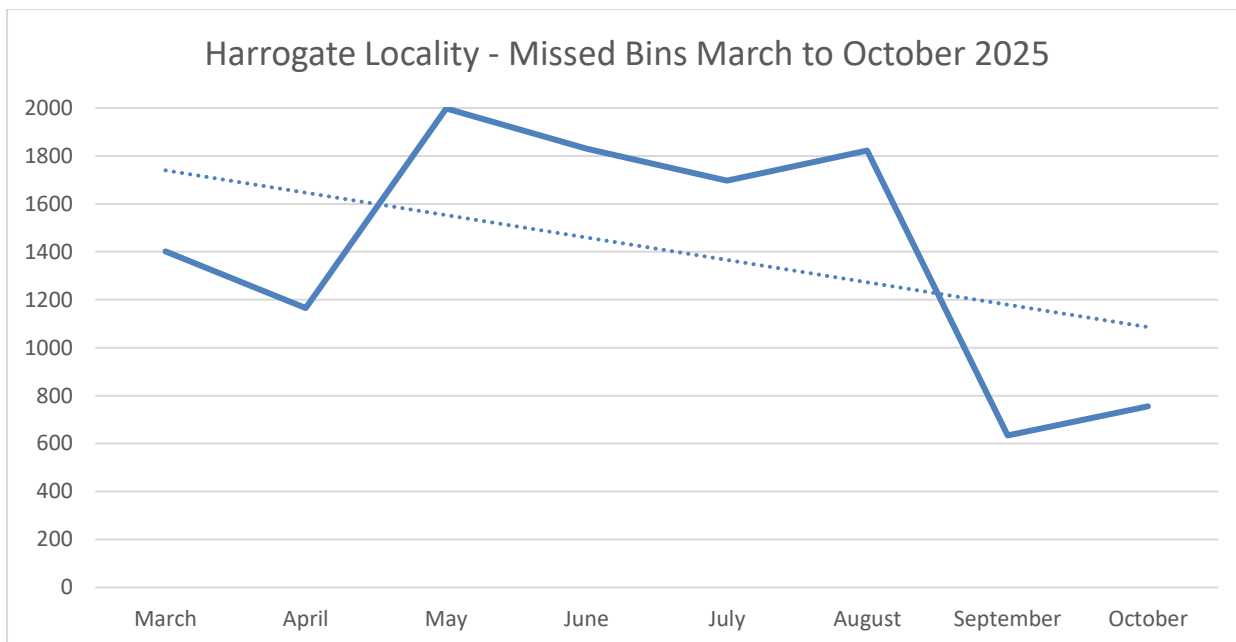
2025 has presented a number of challenges for our Harrogate-based services, but I'm pleased to report that we are closing the year in a much stronger position than where we began. This progress provides a solid foundation for 2026, as we continue to embed a performance-driven culture with our customers at the heart of everything we do.

Missed Bins

In April, we introduced new collection rounds, resulting in over 90% of residents experiencing a change to either the day or week of their waste collection—or both. This was a major operational shift, aimed at improving efficiency and service delivery.

While the majority of changes were successful, we acknowledge that a small number of residents experienced a significant drop in service levels. In response, we implemented further adjustments to the rounds, which have now been successfully delivered. These changes have led to a notable reduction in missed collections, and we are continuing to monitor performance to ensure this improvement is sustained.

As missed collections have declined, we've also seen a corresponding decrease in complaints, reinforcing the improved reliability and responsiveness of the service.



In December, we will be rolling out an improvement to the recycling service for 750 households across Harrogate and Knaresborough, who will receive a second wheeled recycling bin. This initiative is designed to help residents recycle more effectively, while also supporting operational efficiency and resilience. All Members should have received detailed information about this rollout in advance.

Street Scene Enhancements

In parallel with our waste service enhancements, we are investing in additional street cleansing resources, with a particular focus on mechanical sweeping during the winter and spring months. This targeted effort aims to reduce the build-up of detritus along kerb edges and improve the overall appearance of our streets.

If Members have specific areas of concern, we welcome suggestions and will look to incorporate them into our work programme.

Communications

We remain committed to strengthening communication with both residents and Members during this period of transition. Your feedback is invaluable, and we welcome any suggestions that can help shape and enhance our approach moving forward.

Just a final note of thanks for your support through this period of change.

North Yorkshire Council

HARROGATE AND KNARESBOROUGH AREA COMMITTEE

2025–26 WORK PROGRAMME

Contents

- 1. Progress on Issues Raised and Actions from Previous Meetings.** Summary of action points raised at previous committee meetings, mid-cycle briefings, and through other submissions from members.
- 2. Items for Forthcoming Committee Meetings.** A summary of the proposed agenda items for the next two meetings of the Area Committee.
- 3. Future Items of Work.** List of proposed areas of future work, along with when and how it is proposed to consider them.
- 4. Working Group Activity.** A summary of the meetings held by Working Groups during the current Civic Year.
- 5. Record of Informal and Virtual Area Committee Sessions.** A list of the informal sessions and briefings which members have attended during the current Civic Year.
- 6. Forward Plan (Harrogate and Knaresborough).** An edited summary of forthcoming Decisions being taken by Council, the Executive, or Officers under delegated powers, which affect the Harrogate and Knaresborough areas.

Document Author

Edward Maxwell, Senior Democratic Services Officer

Edward.maxwell@northyorks.gov.uk

1. Progress on Issues Raised and Actions from Previous Meetings

Subject and Minute Number	Raised	Notes	Status
Knaresborough Flood Investigation Report	Considered at 25 September 2025 meeting	Feedback passed to Corporate Director of Environment for Decision .	Recommendations approved
Request for information on Harrogate CCTV Control Room	At AC Chairs' and Vice Chairs' Meeting on 6 October 2025	Briefing note circulated to Committee. Regular C&D update planned for 2026 for follow up and any NYP operational questions.	Ongoing
Stroke Care Pathway	Arising from Urgent and Emergency Care Item on 27 November 2024.	AC members were advised of a new Stroke Care Pathway which would take effect from December 2024, redirecting all patients to York rather than York and Leeds as previously. With agreement of Chairs, an implementation review will take place at Scrutiny of Health, as this is a wider issue affecting residents outside Harrogate and Knaresborough.	Agenda item planned for Scrutiny of Health on Monday 9 March 2026 .

2. Items for Forthcoming Committee Meetings

(*Denotes an annual update)

Thursday 27 November 2025, 10:00, Harrogate Civic Centre.

Item	Contact Officer	Notes
Town and Parish Council Communication	Mark Codman (Parish Liaison and Local Devolution Manager)	To discuss the work of the Parish Liaison and Local Devolution Team.
Active Travel Updates	Melisa Burnham (Highways Area 6 Team Leader)	Update on the progress of delivery of active travel schemes in the area.
Air Quality Management Update	Dr Kevin Carr (Divisional Officer, Scientific)	Update on air quality management in the area to include briefing information on smoke control areas.
Business Representation in Harrogate	Martin Mann (CEX of HDCC) and Phill Holdsworth (President of HDCC)	To discuss the concerns of the business community, and how NYC can support and assist them.
Waste Performance Update* (Written Report)	Harry Briggs (Head of Waste Operations and Street Scene)	Written report to include written narrative, summary of current position, and key datapoints. (Regular update for next several meetings, to support performance monitoring by the AC).

Thursday 26 March 2026, 10:00, Harrogate Civic Centre.

Item	Contact Officer	Notes
Harrogate and Knaresborough Youth Councils* (TBC)	North Yorkshire Voice	Update on activities, with the opportunity to put down a motion for debate by members.
Annual School Update Report*	Jon Holden (Strategic Planning Manager)	Educational landscape, achievement and financial challenges,
Active Travel Updates	Jasmin Gibson (Improvement Project Delivery Manager (Area 6))	Update on the progress of delivery of active travel schemes in the area.
Waste Performance Update* (Written Report)	Harry Briggs (Head of Waste Operations and Street Scene)	Written report to include written narrative, summary of current position, and key datapoints. (Regular update for next several meetings, to support performance monitoring by the AC).

3. Future Items of Work

(*Denotes an annual update)

Item	Contact Officer	Notes	Proposed Activity	Proposed Date
Traffic Management and Roadworks	TBC	To consider the processes in place for managing and administering traffic management in Harrogate and Knaresborough and seek feedback from AC.	Area Committee agenda item	TBC
Winter Weather Response	TBC	To address concerns about gritting performance in the area, particularly considering the upcoming winter season, and specific plans relating to the Harrogate and Knaresborough Area which was badly affected in January 2025.	Area Committee agenda item	TBC
Public Transport Functions	TBC	Discussion on co-operation between NYC and YNYCA on delivering local transport functions in Harrogate and Knaresborough.	Area Committee agenda item	Early 2026 – CA's Transport Advisory Board starting to meet in November
Parks and Open Spaces Update	Jon Clubb (Head of Parks and Grounds)	Update on activities and plans in the Harrogate and Knaresborough area.	Area Committee agenda item	Early 2026
Harrogate and Knaresborough Youth Councils*	North Yorkshire Voice	Update on activities, with the opportunity to put down a motion for debate by members.	Area Committee agenda item (last update March 2025)	March 2026*
Annual School Update Report*	Jon Holden (Strategic Planning Manager)	Educational landscape, achievement and financial challenges,	Area Committee agenda item (last update March 2025)	March 2026*
Resilience and Emergencies Briefing*	Matt Robinson (Head of Resilience and Emergencies)	To receive an update on measures taken to prepare for, and respond to, emergencies in the Harrogate and Knaresborough area.	Area Committee agenda item (last update March 2025)	June 2026*
Localities Service Update*	Adele Wilson-Hope (Communities Area Manager (East))	Annual update on the work of the localities service.	Area Committee agenda item (last update June 2025)	June 2026*

Update from Tom Gordon MP	Tom Gordon MP	Update from the MP on activities and projects that affect the area.	Area Committee agenda (last update June 2025)	June 2026*
Update from Mayor David Skaith, YNYCA	Mayor David Skaith	Update from the Mayor on activities and projects that affect the area.	Area Committee agenda (last update September 2025)	September 2026*
Planning Enforcement	Chris Kedde (Senior Planning Enforcement Officer)	Monitor and comment on Planning Enforcement matters of significance to the Harrogate and Knaresborough area.	Ongoing monitoring	
Active Travel and Cycle Schemes	Melisa Burnham (Highways Area Manager)	To review the provision of cycling schemes in the Harrogate and Knaresborough area.	Area Committee agenda item or member briefing	Briefing planned for October 2025, agenda item for November 2025 committee meeting.
Update on Beyond Carbon		A briefing on how this impacts the Harrogate and Knaresborough constituency area.	Member briefing	
Development of the Harrogate Care and Support Hub	At Mid Cycle Briefing on 23 January 2025.	Member briefings currently being arranged throughout the course of the project – dates to follow. (report to Executive, 7 January 2025)	Member briefings	Mid 2026

4. Working Group Activity

Harrogate Station Gateway Working Group	
<p>Membership</p> <ul style="list-style-type: none"> a) Cllr Chris Aldred (Working Group Chair) b) Cllr Hannah Gostlow c) Cllr Sam Gibbs d) Cllr Paul Haslam e) Cllr Robert Windass 	<p>Working Group Meetings <i>(future meetings in italics)</i></p> <p>Meetings to be arranged approximately quarterly, depending on progress of the scheme.</p> <ul style="list-style-type: none"> • 17 September 2025 – update meeting.

Housing Liaison Working Group	
<p>Membership</p> <ul style="list-style-type: none"> a) Cllr Matt Walker (Working Group Chair) b) Cllr Sam Gibbs c) Cllr Chris Aldred d) Cllr Peter Lacey e) <i>Vacant</i> 	<p>Working Group Meetings <i>(future meetings in italics)</i></p> <ul style="list-style-type: none"> • 6 May 2025 – scene setting and update meeting. • 25 November 2025 – update meeting.

Climate Change Working Group	
<p>Membership</p> <ul style="list-style-type: none"> a) Cllr Paul Haslam (Working Group Chair) b) Cllr Hannah Gostlow c) Cllr Andrew Timothy d) Cllr Phillip Broadbank e) <i>Vacant</i> 	<p>Working Group Meetings <i>(future meetings in italics)</i></p> <ul style="list-style-type: none"> • 15 July 2025 – Yorkshire Storm Alliance update. • 3 November 2025 - Yorkshire Water Investment in Harrogate and Knaresborough

5. Record of Informal and Virtual Area Committee Sessions *(future sessions in italics)*

- a) 23 April 2025 – Economic Development Briefing

- b) 7 May 2025 – Mid Cycle Briefing (for 5 June 2025 meeting)
- c) 5 June 2025 – Local Plan Issues and Options Consultation Feedback Session
- d) 28 August 2025 – Mid Cycle Briefing (for 25 September 2025 meeting)
- e) 8 September 2025 – Harrogate and Knaresborough Cycle Network Development – joint session with Harrogate Town Council and Knaresborough Town Council.
- f) 22 October 2025 – Active Travel Updates
- g) 23 October 2025 – Mid Cycle Briefing (for 27 November meeting)
- h) 3 November 2025 – Yorkshire Water Investment in Harrogate and Knaresborough
- i) 25 November 2025 – Housing Liaison Working Group (update session).
- j) 16 January 2026 – Budget Session

6. Forward Plan (Harrogate and Knaresborough)

The forward plan is published weekly and is a list of the Council's key decisions that will be made over the next one to four months. These decisions will be made by either the Executive or by officers who have been delegated authority by the Executive. Below is a short summary of decisions which affect the Harrogate and Knaresborough areas. The list is not exhaustive; to see the complete Forward Plan please see the Council's [Forward Plan page](#).

Item	Notice of proposed decision first published	Decision due	Lead member	Lead director	Contact
Harrogate Accommodation Business Improvement District (ABID) Proposal	18 Sep 2025	11 Nov 2025 by Corporate Director of Community Development	Executive Member for Open to Business	Corporate Director of Community Development	Julian Rudd, Head of Economic Development Regeneration
Harrogate Transforming Cities Fund - Project update and Contract Entry Authority	27 Nov 2025	18 Nov 2025 by Executive	Executive Member for Highways & Transportation	Corporate Director of Environment	Richard Binks, Head of Major Projects & Infrastructure
Harrogate Transport Improvements Programme 2 Outcomes	30 May 2025	19 Dec 2025 by Corporate Director of Environment	Executive Member for Highways & Transportation	Corporate Director of Environment	Louise Neale