

# North Yorkshire Council

## Harrogate and Knaresborough Area Committee

Minutes of the meeting held on Thursday, 26 March 2026 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, Andrew Timothy, John Mann, Mike Schofield, Monika Slater and Robert Windass.

In attendance: Councillor Arnold Warneken.

Officers present: Melisa Burnham (Highways Area Manager), Jon Holden (Head of School Organisation and Transport), Jasmin Gibson (Improvement Project Delivery Manager), Edward Maxwell (Senior Democratic Services Officer), and Chris Reynolds (Head of SEND and Resources).

Other Attendees: Five members of the public.

Apologies: Councillors Paul Haslam and Matt Walker.

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**Copies of all documents considered are in the Minute Book**

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### **34 Apologies for Absence**

Apologies were received from Councillors Paul Haslam and Matt Walker.

### **35 Minutes of the Meeting held on 27 November 2025**

**Resolved:** That the Minutes of the meeting held on 27 November 2025, having been printed and circulated, be taken as read and be confirmed and signed by the Chair as a correct record.

### **36 Declarations of Interest**

Councillor Chris Aldred declared a non-registerable interest in Minute 39, as an exam invigilator at Harrogate High School.

### **37 Public Participation**

Three public statements had been submitted:

- By Gia Margolis, in relation to Minute 38.
- By Dr Jenny Marks, Ruth Lily and Hazel Peacock, in relation to Minute 38.
- By Christopher Dunn, in relation to Minutes 38 and 39.

#### **Statement submitted by Gia Margolis**

In 2028 Cycling UK will celebrate the 150<sup>th</sup> anniversary of its creation here in Harrogate where on August 5<sup>th</sup> 1878, the Bicycle Touring Club was founded by Stanley Cotterell. This is commemorated by a plaque on the corner of Crescent Road opposite the George Inn. Now called Cycling UK with nearly 70,000 members, it claims to be the oldest transport organisation in the world.

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The 150<sup>th</sup> anniversary provides Harrogate and North Yorkshire with a unique opportunity to celebrate this historic event.

I would like to request that a working party is formed to prepare for this anniversary. The goal would be to deliver some new or improved cycle infrastructure. A working party needs to start now to plan for a cycling project or projects that could be completed in time for the anniversary in August 2028. I will be contacting The Mayor's Office, Harrogate Town Council, Walk Wheel Cycle Trust, formerly Sustrans, and Cycling UK to help with this venture.

The following response was provided by the Chair of the Area Committee:

Thank you for raising this exciting opportunity to celebrate cycling in the area. We don't have the power to set up a working group along the lines you suggest, but we would be happy to participate in any joint meetings with the town councils and any other interested parties. Officers are very happy to support commemorative events, and we are excited to hear more about this opportunity. Thank you for bringing it to our attention.

#### **Statement submitted by Dr Jenny Marks, Ruth Lily and Hazel Peacock**

We have been campaigning for improved road safety in the Pannal Ash and Oatlands area since 2020, supported by headteachers and residents, 1800 of whom signed our petitions calling for action. We have spoken repeatedly at this committee about our community's concern for the safety of our children and other vulnerable road users. The validity of that concern was brought into stark relief when two teenagers were seriously injured on Yew Tree Lane in 2023.

In September 2023, NYC announced its intention to install 20mph speed limits with supporting traffic calming on Yew Tree Lane, Pannal Ash Road, Green Lane, Beckwith Road and Arthur's Avenue, as part of its South and West Harrogate 20mph Zone.

We are pleased to read in today's 20mph update that NYC intends to install sinusoidal cushions on Arthur's Avenue, Beech Grove, and Oatlands Drive. We note, however, that no timescale is given for this. Sinusoidal cushions have recently been successfully trialled in York. NYC's update states that if 'initial installations are successful and the contractors are able to construct the profile consistently, and maintenance is not problematic, then consideration will be given to their use more widely'. It seems odd that there should be any doubt about a contractor's ability to install something which has recently successfully installed 25-miles away, and where maintenance is already underway. Whilst new to North Yorkshire, sinusoidal cushions have been employed elsewhere around the country since 1995, so should not be an 'unknown'.

Today's update states that where sinusoidal cushions are not proposed, a mix of other traffic calming measures are to be used, with designs 'still being finalised' and consultation plans to be sent to stakeholders 'in due course'.

In summer 2024, NYC consulted upon speed cushions for Pannal Ash Road and Green Lane, with 94.3% of respondents from properties directly fronting Green Lane and 62.7% from Pannal Ash Road supporting the proposals and similarly high backing from neighbouring streets. Despite their importance to thousands of children, no action has been taken on these roads. We have repeatedly been told that 'officers continue to work on this' and measures for Pannal Ash Road and Green Lane are being 'redesigned'. Why is the safety of our children on these roads not being prioritized? Surely, a two-year period cannot be considered a

reasonable timeframe for redesigning traffic calming on two roads.

Pannal Ash Road, Yew Tree Lane and Green Lane, along with Beckwith Road and Cold Bath Road, are the cornerstone of the 20-mph zone approved by NYC in 2023. Without infrastructure on these roads, the zone is not complete and the area around the five schools and sports centres is as dangerous as before.

We make this plea: Can NYC implement the full South and West Harrogate 20mph Zone in 2026, putting the safety of the thousands of children and pedestrians first?

Our question is: What traffic calming measures do NYC propose for Pannal Ash Road, Green Lane, Yew Tree Lane, Beckwith Road, and Cold Bath Road and when will they, and a 20-mph limit, be consulted upon and installed?

The following response was provided by Highways:

Proposed traffic calming designs being reviewed by officers include both vertical and horizontal calming features alongside roundels and associated signage, but this is site specific on what's required compared to mean speeds in addition to site constraints. It's aimed to consult on proposals by June.

We have resource and funding available to deliver this 2026/2027 financial year, but consultation outcomes (such as objections), legal and contractor resource could extend this programme.

In a supplementary question, the questioners asked:

I feel the prioritisation for this scheme hasn't been particularly strong – we've been waiting for progress for three years – although it's encouraging to hear it may be consulted on in June. I also wanted to ask about the signage on existing 20mph roads. I drove from Ake & Humphris Wine Shop up the road and along the road next to Harrogate Grammar School, and I only saw two or three roundels. I understand there is a protocol for how frequently roundels should appear. What is the approved distance between 20mph roundels?

The following response was provided by Highways:

That depends on whether you mean roundels painted on the road. Those larger road markings are placed at every entrance to a 20mph zone. The repeater signs, however, are set at fixed intervals – they may be on lampposts or on standalone posts. My understanding is that they must appear roughly every 100 metres within the zone.

### **Statement submitted by Christopher Dunn**

Re. King Edwin Park, Oakdale ward/ Duchy division.

Planning consent 14/02737/EIAMAJ, Section 106 13.03.2015. 600 dwellings. (42-page document)!

I am an autistic eighty-year-old male retired Teacher/Engineer, I write as a citizen of Harrogate only.

I note that despite approximately 400 completed dwellings and many trigger points reached, much monies and provisions have yet to materialise and or completed.

I am particularly concerned re Education/recreation provision.  
eg:

|   |                         |
|---|-------------------------|
| 1. Education/school & 1.4 hectare prepared site         | £ 2,039,400             |
| 2. Bus Provision (not 7 day and irregular) but complete | £ 650,000               |
| 3. Harlow Moor Rd. /Otley Rd traffic signals            | £ 350,000               |
| 4. A61 Parliament street/Ripon Rd.traffic signals       | £ 662,490               |
| 5. Otley Rd/ Ripon Rd. traffic signals                  | £ 567,000               |
| 6. Killinghall Moor Playing fields                      | £ 307, 598              |
| 7. Travel Plan  | £ 5,000                 |
|   | <b>Total £4,348,179</b> |

Other not costed commitments

8. Retail premises
9. Pedestrian/cycleway (x2) west/east to Killinghall moor
10. Community hall

This area did have a BUS only provision to/from West Harrogate/Jennyfields but was removed by NYC Planners under Section 73, so the 600 house site is now totally land locked, and much inconvenience is now caused to all residents especially school aged children who are subject to convoluted car or pedestrian travel, in order to:

Commute; Shop; Commune/socialise/worship; Vote; Education; Recreation; Play. Pennypot lane is particularly difficult as an access route.

This area is primarily in Killinghall Parish and is/has been proposed for much development and the pressure on schools and safe pedestrian/cycle travel is and will be enormous.

I urge the Committee Council and Officers to carefully study again 'School' up date and 'Travel' update' reports (agenda items 5,6), also be aware that much Planning and Section 106 commitments are sadly lacking.

Please note also that a Boundary commission review suggests that this area is absorbed into Harrogate town and cites the bus connection route through Orchid way as it makes it an ideal connection to/from Harrogate proper. The Bus route is now cancelled so this proposed absorption is now unacceptable.

### **Response provided by the Area Committee:**

Thank you for your question. The Area Committee has requested updates from Development Management, Highways, Parks and Countryside, and School Improvement teams. However, unfortunately it has not been possible to provide a complete response to all the points you have raised in your statement in time for this morning's meeting.

However, a written response from all the above services will be provided to you in the next 14 days and will be circulated to members of the committee.

In response comments regarding the Local Government Boundary Commission for England's review of North Yorkshire's boundaries, this has now concluded following the Stage 3 consultation, which closed on 14 October 2025. North Yorkshire Council submitted evidence to the review, and the Commission's final report, published on 14 January 2026, is available to view on their website. Unfortunately, all stages of public consultation have now ended, and the final recommendations will apply for the May 2027 elections.

## **38 Active Travel Updates**

Jasmin Gibson (Improvement Project Delivery Manager) presented an update on the progress of active travel schemes across Harrogate and Knaresborough, noting recent

delivery milestones, ongoing design and consultation work, and upcoming construction programmes. The report highlighted developments on key projects including the Oatlands and Wetherby Road crossings, Bilton Crossing, Otley Road sustainable transport measures, 20mph zone proposals, and wider cycle network planning. Members were advised that while several schemes are progressing to delivery, others remain subject to design refinement, stakeholder engagement, landowner discussions, and alignment with broader transport initiatives.

Members raised concerns about the adequacy of 20mph repeater signage on several roads and requested checks; officers confirmed compliance with standards but agreed to re-inspect in case of missing signs. Clarification was sought on the proposed uncontrolled crossing near Western Primary School and its consultation timeline. Officers explained that a controlled crossing was not feasible due to proximity to existing signals, and that consultation would run alongside proposals to extend the 20mph zone on Cold Bath Road. Questions were also raised about procurement of sinusoidal ramps; officers confirmed the contract was not yet awarded and that prior experience would be assessed.

Members queried delays to the Killinghall/Nidderdale Greenway access improvements, with officers explaining that widening the path required private land. Further questions were asked about the A59 “missing link,” including why shared use over High Bridge was not possible; officers advised that pedestrian volumes exceeded national thresholds and outlined plans for a bi-directional cycle track with crossing points linking to existing advisory lanes. The committee discussed the methodology of consultation exercises. Officers confirmed that forthcoming informal and formal consultations would include letter drops, plans and email response options, and were intended to gather all views. An update would be provided at the next meeting. Members raised wider concerns about delays to active travel schemes and asked whether a dedicated active travel team existed; officers confirmed that a team was not yet in place but remained an aspiration. An update on the A59 missing link would follow once the Road Safety Audit had been reviewed.

Members gave positive feedback on the recently delivered parallel crossings on Wetherby Road and Oatlands Drive, which were already noted as having a positive impact. Officers confirmed that the associated Road Safety Audit had been received, and any remedial works would be undertaken. Clarification was also sought on the Bilton to Hornbeam Park cycle route, and it was explained that the northern and southern sections were being progressed first, with the more complex town centre section to follow.

Members noted concerns about North Yorkshire’s low Active Travel England rating and requested information on improvement plans; officers agreed to request information from the Transport Planning Team. Questions were also raised about the use of sustainable transport funding for improvements to the Cold Bath Road/Otley Road traffic signals; officers explained that the works formed part of a wider corridor programme benefiting all users, including both drivers and pedestrians.

**Resolved:** That the report be noted.

## **39 Schools Performance Update**

Jon Holden (Head of School Organisation and Transport) and Chris Reynolds (Head of SEND and Resources) presented a report updating the committee on the local education landscape, noting that the Harrogate and Knaresborough area contains 39 schools, the majority of which are academies.

It was noted that secondary funding levels, ranked 142<sup>nd</sup> of 151 nationally, were largely influenced by Department for Education formulae, particularly high needs and SEND-related factors, and officers undertook to supply a fuller technical explanation. Members also sought clarification on behaviour and leadership concerns identified in Ofsted judgments, with officers outlining the interventions available through both the

Council's school improvement team and academy trust improvement teams. Updates were given on suspensions and exclusions, elective home education responsibilities, and the availability of attendance data. Questions on forecasting methods, including the use of Local Plan data, were addressed, with officers confirming that forecasts were regularly refreshed and that decisions on new school provision were based on a combination of pupil numbers, development triggers and the need to avoid destabilising existing schools.

Extensive discussion took place on school place planning in Harrogate and Knaresborough, including the potential need for future schools linked to new developments. Members raised concerns about transport logistics and community expectations, particularly regarding Oaklands Junior School capacity, Penny Pot Lane developments, and the anticipated Woodfield School opening, for which officers confirmed technical matters were still being resolved before a date could be announced. Questions were also asked about the trigger points and timescales for King Edwin Primary School and the implications of Section 106 expiry on sites such as Knaresborough Manse Farm, with officers emphasising that current forecasts did not yet justify new provision, but that monitoring would continue. Members commented on Maltkiln and the wider issue of aligning school provision with sustainability objectives, and officers outlined the pupil-yield calculations that informed decisions, noting that current development levels did not support a standalone secondary school. The committee noted the broader need to consider social, environmental and active-travel impacts when planning future provision.

**Resolved:** That the report be noted.

#### **40 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.

**Resolved:**

- a) That the Work Programme be approved, subject to:
  - i. Councillor Gostlow requested that Active Travel be included as a standing item, noting ongoing public interest and the need for regular oversight of scheme progress.
  - ii. Councillor Gostlow also requested that the Cycling UK anniversary mentioned during the public questions be added to the Work Programme, so that Members could be kept informed of future plans.
  - iii. Councillor Lacey noted that the Area Committee would look to comment on the allocation of Community Infrastructure Levy funding and Section 106 monies in future, in accordance with the delegated powers set out in the Constitution.
- b) That:
  - i. Councillor Mike Schofield be appointed to the vacancy on the Housing Liaison Working Group.
  - ii. Councillor Mike Schofield be appointed to the vacancy on the Climate Change Working Group.

#### **41 Written Reports for Information Only**

**41a Progress Report on the Recommendations of the Section 19 Report into the 6 May 2024 Flood Event in Knaresborough**

Members noted the written report, and requested continued updates on the review undertaken by the Transport, Economy, Environment, and Enterprise Scrutiny Committee.

**41b Harrogate Youth Council Report**

Members noted the written report, and commended the engagement and enthusiasm shown by members of Harrogate Youth Council, and welcomed further communication from them, as well as from Knaresborough Youth Council, on issues of concern to young people in the area.

**41c Town Investment Plan Update**

**41d Waste Performance Update**

Members noted the written report and asked if further information on the high levels of missed bin collections in May and August 2025 could be explained in writing. They also wished to place on record their thanks to officers for addressing this issue.

**42 Date of Next Meeting**

The date of the next ordinary meeting of the Committee, on Thursday 4 June 2026 at 10:00am, was noted.

The meeting concluded at 11.45 am.