



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, 26 March 2026
- Time:** 10.00 am
- Venue:** Council Chamber - Civic Centre, St Luke's Avenue, Harrogate, HG1 2AE

This meeting is being recorded, and will be available to view after it has taken place [via our website](#) and uploaded to [our YouTube channel](#).

Business

- 1. Apologies for Absence**
- 2. Minutes of the Meeting held on 27 November 2025** (Pages 5 - 14)
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 23 March. 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. Active Travel Updates (Pages 15 - 20)

Report of the Corporate Director Environment, advising the Committee of progress to date on the delivery of Active Travel schemes within Harrogate and Knaresborough.

6. Schools Performance Update (Pages 21 - 38)

Report of the Assistant Directors Education and Inclusion, and Resources, updating the Area Committee on the performance of schools in the Harrogate and Knaresborough area.

7. Committee Work Programme (Pages 39 - 50)

- 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.

8. Written Reports for Information Only

8(a) Progress Report on the Recommendations of the Section 19 Report into the 6 May 2024 Flood Event in Knaresborough (Pages 51 - 56)

Written report of the Corporate Director Environment, informing members of the Area Committee of the progress made against the recommendations of the Flood Investigation report on the significant flood event that affected Knaresborough on 6 May 2024.

8(b) Harrogate Youth Council Report (Pages 57 - 58)

Written report of Harrogate Youth Council, outlining its activities and areas of concern to bring to the Area Committee's attention.

8(c) Town Investment Plan Update (Pages 59 - 62)

Written report of the Corporate Director of Community Development, to provide an update to the Area Committee on progress with the development of Town Investment Plans for Harrogate, Knaresborough and Boroughbridge, including recent engagement activity, emerging priorities and proposed next steps. This interim written update is in advance of the full report, scheduled for consideration at the June 2026 meeting of the Area Committee.

8(d) Waste Performance Update (Pages 63 - 64)

Written report of the Head of Waste Operations and Street Scene, updating the Area Committee on performance in waste collection and street scene.

9. Date of Next Meeting

Thursday 4 June 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

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, 18 March 2026

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North Yorkshire Council

Harrogate and Knaresborough Area Committee

Minutes of the meeting held on Thursday, 27 November 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, Michael Harrison, Paul Haslam, John Mann, Robert Windass, Andrew Timothy, Mike Schofield, Monika Slater and Matt Walker.

In attendance: Phill Holdsworth (President of HDCC), Councillor Carl Les OBE, Martin Mann (Chief Executive of Harrogate District Chamber of Commerce).

Officers present: Melisa Burnham (Highways Area Manager), Dr Kevin Carr (Divisional Officer), Jasmin Gibson (Improvement Project Delivery Manager). Emily Revell (Scientific Officer),

Other Attendees: Five members of the public.

Apologies: Councillor Sam Gibbs

Copies of all documents considered are in the Minute Book

23 Apologies for Absence

Apologies were received from Councillor Sam Gibbs.

24 Minutes of the Meeting held on Thursday 25 September 2025

Resolved: That the Minutes of the meeting held on 25 September 2025, having been printed and circulated, be taken as read and be confirmed and signed by the Chair as a correct record.

25 Declarations of Interest

Councillors Hannah Gostlow and Matt Walker declared non-pecuniary interests in Minutes 29, as members of Knaresborough Town Council. Councillors Chris Aldred, Michael Harrison, Paul Haslam, Monika Slater, and Andrew Timothy declared a non-pecuniary interest in Minute 29, as members of Harrogate Town Council.

26 Public Participation

Four public statements had been submitted:

- By Jenny Hayward, Dr Jenny Marks and Ruth Lily, in relation to Minute 28.
- By Hazel Peacock, in relation to Minute 28.
- By Stephanie Talbot, in relation to Minute 28.
- By Gia Margolis, in relation to Minute 28.

Statement submitted by Jenny Hayward, Dr Jenny Marks and Ruth Lily

We are calling once again for the full and expedited delivery of the South and West Harrogate 20mph Zone. Repeated delays to its implementation have left children and residents exposed to unnecessary risks, despite overwhelming community

support for action.

Completion of Phase 2 has now been postponed until late 2026, far beyond the original 2024 target for implementation of the full scheme. In the meantime, roads with average speeds above 24mph remain unchanged, and traffic continues to speed in close proximity to children—placing them, and the wider public, at ongoing risk. This is particularly alarming given the serious accident involving two teenagers in February 2023, and the daily use of these roads by over 6,000 students from seven local schools, including Ashville, Rossett School, Rossett Acre Primary, Harrogate Grammar School, and Western Primary in the Pannal Ash Area, as well as St John Fisher's and St Aiden's in the Oatlands area. Many others also use these roads to get to sports and further education facilities in the area.

As a reminder, our application for a 20mph zone in the Pannal Ash Area was submitted in November 2022 under the Council's own policy. North Yorkshire Council acknowledged the need for speed reduction and traffic calming measures in 2023, announcing the South and West Harrogate 20mph Scheme that September.

The initial plan was to start with Green Lane and Pannal Ash Road, with public consultation showing strong support for speed cushions & a reduction to 20mph: 94.3% of respondents from properties directly fronting Green Lane and 62.7% from Pannal Ash Road supported the proposals, with similarly high backing from neighbouring streets.

Despite this, in September 2024 the Council announced that they were not progressing with this plan, citing the need to redesign traffic calming infrastructure. More than a year later, the situation remains stagnant. The ongoing delay has been attributed to awaiting results from a sinusoidal cushion trial in York—even though such calming measures have long been used successfully elsewhere across the UK and Europe. Meanwhile, other counties have moved quickly: Ilkley, for example, progressed from consultation on speed cushions to implementation within just four months (October 2023 to February 2024).

Residents' frustration is mounting. Testimonials from local families highlight daily anxiety about student safety and near misses "I can't let my child walk, it's just too risky" says one parent. "I was hit by the wing mirror of a car whilst I was walking my child to school" adds another resident.

In other parts of the country, we see school streets, targeted 20 mph zones, traffic calming measures (including sinusoidal cushions) and low traffic neighbourhoods becoming the norm, with measurable benefits in terms of safety, air quality, sense of place and general wellbeing. We in North Yorkshire are being left far behind.

As part of a recently established combined authority with fresh objectives for promoting active travel, we call on both the Council and the combined authority to demonstrate bold leadership and take decisive action to complete the South and West Harrogate 20mph scheme as soon as possible, instead of persisting with a partially implemented scheme that leaves residents and children exposed to speeding traffic.

Therefore, we ask:

What can be done to expedite the full delivery of the South and West Harrogate 20mph zone, so that this important safety measure is completed in full, rather than remaining a half-finished project that continues to put vulnerable groups at risk?

The following response was provided by Highways:

Officers continue to work on this, but it is vital that traffic calming measures implemented are robust to reduce the speed and ensure any implemented 20mph are self-enforcing, this is paramount to ensure the safety of our vulnerable groups long term. These measures will vary in design depending on the site.

NYC officers have had initial discussions with colleagues in the police regarding the designs and further work will be taking place in December and January to ensure to ensure we have engineering solutions that will bring those speeds down.

Officers can offer reassurances that we will work to the timescales and offer updates on progress to the March committee.

In a supplementary question, it was noted that sinusoidal cushions had been used in Edinburgh in 1995 and that research had been ongoing for a considerable period. A query was made as to whether a resourcing issue existed that could be addressed by the council or combined authority, as the situation did not convey a sense of urgency.

It was agreed that officers would provide a response in writing.

Statement submitted by Hazel Peacock

Will this committee support a bid ready road safety and active travel scheme and seek to address barriers in NYC policy to realise it?

In 2023, over 900 people signed the petition for the 20mph scheme for southwest Harrogate which included Leadhall Lane, Hookstone Road, Hookstone Drive, Otley Road, and a key urban section of Leeds Road.

These roads were not progressed due to NYC policy and the NYC classification of them as "strategic", but most are C roads (Leadhall Lane, Hookstone Rd & Drive) and none are on the Key Route Network. Given 20mph is being rolled out on red routes in London, it would appear these policy and classification barriers are immaterial.

With six schools, colleges, shops, and businesses situated on or just off them, the roads are used every day by thousands of schoolchildren and community members. Yet, daily risks are faced on them due to speeding, risky driving and driver mobile phone use, all putting lives in danger.

Leadhall Lane is 1km long. With no crossing's schoolchildren are forced to dash across it at their peril. Otley Road has witnessed serious and even fatal collisions and is a key route to Harrogate Grammar School. On Hookstone Road, Oatlands Infant School has reported three near misses in the last year, and in January 2024, a young person suffered serious injuries at the Hornbeam Park Train Station crossing due to a collision at three-thirty in the afternoon.

Police and NYC data shows the 85th percentile speeds to be 40/40 mph on Leadhall Lane, 40/36 mph on Hookstone Drive, 35/30 mph on Hookstone Road, 32/31 mph on Otley Road, and 32/33 mph on Leeds Road.

TfL evidence shows a person hit by a vehicle at 30mph is up to five times more likely to be killed than if they were hit at 20mph, meaning children and community are at continued risk on these roads.

This is compounded with evidence in the British Medical Journal (BMJ) this month citing a 44% relative increase in the likelihood of death for an adult pedestrian or cyclist hit by a SUV or similarly large car compared with a standard car, and for children an 82%, relative increase in the likelihood of death. Evidence which is

especially alarming considering Harrogate is listed in the top 20 UK locations for SUV ownership (ref: Climate charity Possible).

The appetite for active travel is growing in our community – the Oatlands Bike Bus has seen 1,000 journeys in the past year and there is enormous opportunity for change, but road safety is a continued barrier.

We ask you to join us in putting children and community at the heart of decision making and support the delivery of this scheme.

Thank you.

The following response was provided from Highways:

We note your suggestion of developing a bid ready active travel scheme, however the decision not to include Leeds Road, Wetherby Road, Otley Road, Hookstone Drive, Hookstone Drive and Leadhall Lane was not due to budgetary constraints, it is due to the classification and use of these roads in line with NYC's policy. A detailed review of this matter was reported to Area Committee last November, these roads are either category 2 or category 3a roads (which are classed as Strategic Distributor or Main Distributer roads) in Harrogate. These category roads perform a key function in the overall road network and are either strategic routes or link urban centres to the strategic network. In urban areas in particular, speed limits are usually 40 mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety. This general description of a category 3a road does represent the function of Hookstone Road and Hookstone Drive, as they form a key link between the two strategic roads (Wetherby Road and Leeds Road) and there are already some positive measures for pedestrian safety, mainly through several signalised crossing points along this corridor. Leadhall Lane is a category 3b road with no natural trip attractors, it is also considered that achieving a self-enforcing 20mph zone in this area would not be achievable. This decision is further reinforced when considering the existing vehicle speeds in all of these locations.

A decision not to proceed with 20mph and required Traffic calming on the strategic routes is in line by NYC's 20mph policy.

In a supplementary question, it was asked why Red Routes in London were subject to a 20 miles per hour programme for road safety, active travel, and air quality, whereas in North Yorkshire a 20 miles per hour limit on a C or B road was not considered possible.

It was agreed that officers would provide a response in writing.

Statement submitted by Stephanie Talbot

This is in relation to the delay of works and implementation around the Phase 2 area.

Imagine for just one second that you could be the decision maker for keeping the streets safer by reducing the speed of vehicles?

Now imagine that that process takes at least 4 years to complete.

During that time a child walking on those streets has started and almost left high school. That's the reality of my youngest child.

He no longer walks to school, he used to, until his older brother got hit whilst walking on the pavement to school and witnessing it. His parents are too scared to let him walk, as the devastation of the accident caused our families life to shatter.

Now imagine a girl who had her first car for one month before it got destroyed by the very same vehicle that hit her brother and his friend. She eventually got another car but the mental toll it took on her, she'd only just stopped therapy this year, two and a half years later.

A few months after this, another speeding vehicle, the very people that are meant to protect you, the police, crashes her car off the road whilst travelling in the wrong lane. Her car rolls over 4 to 5 times. Another car destroyed and more trauma for her and our family again. She was very lucky not to have been killed or to have killed someone walking on the pavement, as her car landed in a garden.

Would you imagine this to be in your town? Because both accidents are within 5 mins drive of our house. So now we have to travel on 2 of our nearest roads and see the scenes almost every day.

All because no one can make immediate decisions within the council that could prevent accidents like these. Speed kills, injures and destroys lives.

I cannot comprehend how a council can ever get anything done if a decision about reducing speed for a certain section of the community takes 4 years considering there have been 2 major incidents in its location (Otley Road and Yew Tree Lane)

I have no faith in your system. I live with the fact that our roads are dangerous. I feel like living in this town, the council favours cars and convenience over its people.

I hope you feel safe walking on the pavements around Harrogate because I don't.

It was agreed that officers would provide a response in writing.

Statement submitted by Gia Margolis

Good Morning,

I would like to commend Jasmin and her team for the delivery of two schemes. Victoria Avenue, resurfaced, with improved crossings for pedestrians and cyclists. The original bid for Victoria Avenue was for cycle lanes but as happens with great regularity these were stripped out. Promises for future implementation are unlikely to materialize.

Victoria Avenue improvements would have had much more benefit for cyclists if the Beech Grove scheme had remained in place. It was safe for cyclists, had more supporters than detractors. It was hampered due to the failure to introduce the Victoria Road plug which would have stopped the rat run. The promise of a replacement scheme has never materialized and the battle for space from parked cars, and speeding cars using the road as a rat run means that this part of the cycle network is unsafe and broken. The council should be bold and reintroduce this inexpensive, simple design.

Wetherby Road crossing

Again great credit and thanks to Jasmin for steering through this project and listening to suggestions along the way. It is a far better design than the one planned back in 2014.

Active Travel Team

There is no mention in the report of the Active Travel Team. This has been promised

for several years but is yet to be announced.

West of Harrogate

This is referred to in the Active Travel report with works due to be delivered in Summer 2026.

Where can the public see the designs?

Will there be consultations?

The last engagement looking at Draft mitigation schemes was in September 2023. All designs are focused on getting more traffic through junctions. There were no cycle schemes other than those within the developments. How many of the councillors are aware that Trinity Road is to become an official rat run? That in every design pedestrian space is being taken away for more vehicles. Have the councillors looked at the plans? I recommend you read the HDCA report.

How does North Yorkshire plan to deal with the ever increasing number of vehicles squeezing through our narrow lanes and congested streets? Where are the active travel projects in place to help modal shift and the messaging to ask people to walk cycle or take the bus if they can.

The only signs we see at the moment are studies on traffic flow and altering junctions to get more cars through. As this has been the strategy for the last 20 years and congestion has got worse what real vision do the council have to make a difference?

The next phase of work in Harrogate is centred around the ever increasing number of developments but not one of them has any safe continuous cycle route to access the town. Current schemes are already being met with "too difficult to achieve" Councillors we need you to challenge and help to bring about change.

It was agreed that officers would provide a response in writing.

27 Air Quality Management Update

Dr Kevin Carr (Divisional Officer Scientific) provided an overview of air quality management work, following the recent submission of the annual status report to DEFRA. It was explained that Local Air Quality Management, imposed by DEFRA, required regular review and assessment of air quality against statutory objectives, with nitrogen dioxide and particulate matter identified as the main concerns for North Yorkshire. Monitoring arrangements, including diffusion tubes and particulate monitors, were outlined, and recent improvements were noted, resulting in the revocation of several Air Quality Management Areas, with further revocations proposed. Members heard that an Air Quality Action Plan had been completed and that work continued with a multi-agency steering group to develop a council-wide Air Quality Strategy by March 2027. Reference was made to links with regeneration projects, housing improvements, and community campaigns, as well as forthcoming legislation on PM2.5 and the need to align with World Health Organisation guidelines. It was emphasised that while reporting obligations were met, implementation powers were limited, and ongoing collaboration across services remained essential.

During discussion, questions were raised regarding the contribution of electric vehicles to pollutant reduction, the adequacy of monitoring methods, and the timeliness of installing real-time equipment at Starbeck Crossing. Members expressed support for air quality work, noting concerns about rural pollution from agricultural chemicals, the impact of wood-burning stoves, and seeking further information about the historic implementation of

smoke control areas in Harrogate. Officers clarified that monitoring continued after AQMA revocations and that additional PM2.5 legislation would introduce further monitors. Issues relating to high-traffic junctions, funding for monitoring equipment, and dust from construction were discussed, with advice given on reporting nuisance complaints. The relationship between air quality and climate change was acknowledged, alongside paradoxes in fuel use and enforcement challenges. Suggestions were made for hybrid monitoring approaches and greater public engagement, and it was confirmed that existing monitors could be relocated to address emerging concerns.

Resolved: That the report be noted.

28 Active Travel Updates

Jasmin Gibson (Improvement Project Delivery Manager) presented a report which updated the committee on progress and expected delivery of Active Travel schemes across Harrogate and Knaresborough, following a request in March.

Members raised a range of issues relating to active travel and traffic calming measures. Support was expressed for the use of sinusoidal cushions, with suggestions made for a 20 miles per hour limit outside Oaklands Infant School on Hookstone Road. Questions were asked about the timing of implementation following consultation, and how differences between traffic calming types would be explained to the public. Officers confirmed that Phase 2 designs were being progressed for consultation the following year, with Yew Tree Lane included and Whinney Lane to be considered separately. It was noted that a 20 miles per hour limit had been introduced on the residential street adjacent to Oaklands Infant School, with further improvements planned, and that explanatory material for the public would be developed. The need to accelerate delivery of schemes in Harlow Hill, Panel Ash, and Hookstone was emphasised, particularly in light of housing growth in West Harrogate, and officers explained that design complexity and consultation requirements were influencing timescales.

Members sought updates on wider active travel projects, including the Bilton to Hornbeam Park cycle route, the A59 missing link, and the Knaresborough missing link, as well as the Wetherby Road junction near Sainsbury's. Officers reported that £150,000 of ATF5 funding, with match funding from the traffic signals team, had been allocated to the Wetherby Road junction to add pedestrian facilities, with delivery required by March 2027. On the A59 missing link, it was explained that design challenges remained due to the listed bridge, and further discussions with Active Travel England were planned. The importance of local knowledge in route planning was acknowledged, and officers committed to continuing stakeholder engagement.

Questions were also raised about the promised active travel team and its role in addressing policy barriers and coordinating work. Officers confirmed that the team remained a priority but had been delayed by network strategy restructures; development was planned for the following year within the network strategy team. It was noted that active travel schemes had progressed successfully during the year, particularly in Harrogate, and that collaboration with Active Travel England continued. Members highlighted the need for clarity on funding responsibilities between Active Travel England and the Combined Authority, and officers undertook to provide a detailed written response to all outstanding questions from the public and members.

Resolved: That:

- a) The Area Committee write to Councillor Malcolm Taylor (Executive Member for Highways and Transportation) and Karl Battersby (Corporate Director Environment), requesting that the delivery of the Active Travel programme in Harrogate and Knaresborough be fast tracked.

- b) The Area Committee request a report be taken to the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee to consider this matter.
- c) The report be noted.

29 Town and Parish Council Communication

Mark Codman (Parish Liaison and Local Devolution Manager) provided an update on parish liaison, devolution, and community rights. It was reported that his team supported parish and town councils in their responsibilities, managed statutory duties relating to devolution and community rights, and acted as a single point of contact for 572 parish sector organisations. The Parish Charter, adopted in 2023, underpinned engagement and was reviewed annually with Yorkshire Local Councils Association representatives. Key initiatives included monthly updates, drop-in sessions, and a representative panel for feedback. The team had handled over 400 queries and was developing new surgeries and a parish website. Work on devolution included pilots such as Knaresborough market, development of a devolution framework, and promotion of community asset nominations. Changes in the forthcoming English Devolution and Community Empowerment Bill were highlighted, including extended protection for Assets of Community Value and potential impacts on neighbourhood governance.

Members welcomed the update and praised the team's role in improving communication and supporting local councils. Questions were raised about lessons learned from double devolution pilots and whether an evaluation should be referred to committee. Officers confirmed that review processes were built into the framework and engagement with town councils would inform improvements. Members expressed interest in promoting the benefits of devolution more widely and were assured that this was being emphasised at meetings, with a standardised approach planned for future agreements.

Concerns were raised about consultation timeframes, with examples given where parish councils lacked sufficient time to respond. Officers acknowledged the issue and confirmed that a 12-week period was the ideal standard, though legislative constraints sometimes applied. Members also highlighted a range of specific queries and were advised to contact the team separately for further advice.

Resolved: That the report be noted.

30 Business Representation in Harrogate

Martin Mann (Chief Executive of Harrogate District Chamber of Commerce) an update was provided by the Harrogate Chamber of Commerce on its five key priorities aligned with the town improvement plan: leveraging spa heritage, using empty buildings, improving transport reliability, promoting sustainable construction and retrofitting, and enhancing the town's quarters and event rhythm. Proposals included stronger interpretation of spa heritage, a British Spa Museum, and a spa tour linking key sites; fast-tracking upper floor redevelopments and introducing a "space finder" service; improving public transport reliability and exploring park and ride options; positioning Harrogate as a regional hub for retrofit training; and enhancing public realm and event coordination to increase visitor dwell time and overnight stays.

Members welcomed the presentation emphasised the importance of collaboration between community and business organisations and the Council, with suggestions to invite representatives from Harrogate Theatre, the Convention Centre, and International Festivals to a future meeting. It was noted that better communication between organisations, including Knaresborough, was essential to avoid duplication and ensure progress. Members supported closer engagement with businesses and highlighted the need to address tired public realm features such as benches and street furniture,

suggesting this be considered in the committee's work programme.

Further comments stressed the need to involve Harrogate and Knaresborough Town Councils in discussions to align ambitions and avoid duplication. Harrogate's contribution to North Yorkshire's economy was recognised, and members emphasised that success locally supported success county-wide. The Chair noted that this marked the start of a wider conversation, with plans to include the topic in the mid-cycle briefing and link with town council plans. The fully-staffed economic development team was highlighted as an opportunity to progress delegated responsibilities in this area.

Resolved: That the report be noted.

31 Reports Circulated for Information Only

31a Harrogate Waste and Street Scene Performance Update

The Chair advised that he would pass any members' comments on the written report to the Mid Cycle Briefing.

Resolved: That the report be noted.

32 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 Gostlow requested that the active travel team, once formed in the new year, could be invited to a meeting.
- Councillor Gostlow also referred to the previous meeting's Section 19 flooding report and the Executive Member for Environment's decisions on further work, asking if he could be invited to a meeting to provide more information.
- Councillor Aldred reported that there had not been a meeting of the Station Gateway Working Group since the previous committee meeting. He noted that an Executive decision had been made for the Traffic Regulation Order to go ahead, with work expected to start in January 2026.
- Councillor Lacey noted that the Housing Liaison Working Group had held an informal meeting earlier that week, and notes had been circulated to attendees.

Resolved: That the Work Programme be approved, subject to the above updates.

33 Date of Next Meeting

The date of the next ordinary meeting of the Committee, on Thursday 26 March 2026 at 10:00am, was noted.

The meeting concluded at 12.55 pm.

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North Yorkshire Council

Harrogate and Knaresborough Area Committee

26 March 2026

Harrogate and Knaresborough Active Travel Updates

Report of the Corporate Director - Environment

1.0 PURPOSE OF REPORT

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

2.0 UPDATE REQUEST

- 2.1 Active Travel Updates are routinely provided to the Harrogate and Knaresborough Area Committee (H&K AC) when there are significant updates to inform the committee of. Details of expected delivery dates and associated budgets available (Appendix A).
- 2.2 For background and overview of the schemes please refer to the November 2025 H&K AC report attached as background paper (link to paper in Background Documents).

3.0 OATLANDS AND WETHERBY ROAD CROSSINGS

- 3.1 Delivery of the Oatlands Drive Parallel crossing was programmed for 09 – 20 February 2026, with the most disruptive works planned during half term to minimise impact. Works programme extended by four working days until the 26 February due to adverse site conditions following persistent rainfall. Road Safety Audit programmed for w/c 02 March 2026.
- 3.2 Wetherby Road Crossing: Works were completed on site in October 2025. Minor works arising from the Stage 3 Road safety audit will be completed at the same time as the upcoming Oatlands works as it is the same contractor for both schemes.

4.0 BILTON CROSSING

- 4.1 As per November update, designs are still being developed. Consultation for the crossing point and TRO's is targeted to commence in May 2026. Construction is targeted for October 2026.

5.0 KILLINGHALL/NIDDERDALE GREENWAY ACCESS IMPROVEMENTS

- 5.1 Following discussions with the current landowner, it has not been possible to deliver the planned surfacing improvements at the Nidderdale Greenway access in Killinghall currently. There may be an opportunity to revisit this later. A new bin has been installed and TROs to address on street parking issues are in progress.

6.0 OTLEY ROAD SUSTAINABLE TRANSPORT MEASURES/NPIF

- 6.1 Cold Bath Road Signals Upgrades: Tender has been awarded. Delivery on site will be from 05/05/26 and is currently programmed to be completed within 6-8 weeks.

- 6.2 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 and the new floating bus stop guidance from Active Travel England. Otherwise as per November update. If the West of Harrogate works are further delayed it may be possible to make the bus stop upgrades sooner but a review will need to take place to ensure there are no abortive works, review against new ATE guidance on floating bus stops also required.
- 6.3 Cold Bath Road & Arthurs Avenue 20mph Zones/Sinusoidal Cushions; -Reference Section 8.0 – 20mph Update.
- 6.4 Access Arrangements at Falcon Chiropractic; - Bin has been relocated. Signals transfer of main programmed for 13 October with equipment upgrades to follow, subject to streetworks programming around other upcoming works in the area.
- 6.5 Crossing Point Western Primary School: As November update, uncontrolled crossing point to be consulted upon at the same time as 20mph, additional engagement with stakeholders required to try gain further support for proposals.
- 6.6 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 section 8.0).
- 6.7 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 National Productivity Investment Fund program.
- 6.8 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.

7.0 HTIP- HIGHWAYS TRANSPORTATION IMPROVEMENT PLAN

- 7.1 A report was taken to Environment Executive Members on 19th December 2025 to provide details of the outputs from the Harrogate Transport Improvement Package (HTIP) stage 2 study and to discuss options on next steps.

8.0 20MPH UPDATE

- 8.1 Following a design review meeting with NYCs in house designers APS and colleagues from NYC's Traffic Engineering team, design solutions are still being developed for consultation, but it is proposed to implement sinusoidal cushions in the locations as set out below:
- Arthurs Avenue
 - Oatlands Drive
 - Beech Grove
- 8.2 As sinusoidal cushions are still new to North Yorkshire officers are keen to take a measured approach. At present, locations have been selected based on whether they are a signed cycle route or there is an Active Travel Element to the funding (Beech Grove and Arthurs Avenue are all funded by NPIF and Oatlands Drive is a signed cycle route). If these 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.

- 8.3 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.
- 8.4 There are some areas where additional traffic surveys were required, these will be taking place at the end of March to allow surveys to be partially in term time and partially in school holidays.
- 8.5 Where sinusoidal cushions are not proposed, a mix of measures including chicanes, tables, rebuilding existing measures to a steeper profile for improved speed reduction, and improved signing and lining is proposed. These designs are still being finalised and consultation plans will be sent to stakeholders in due course.
- 8.6 Crossing assessments are also being undertaken on Oatlands Drive and Arthurs Avenue. Once the assessments are complete the drawings will be updated to include the optimal crossing for the location, and this can also be consulted upon at the same time as the 20mph zones and traffic calming. The crossing assessments are expected to be complete by April with consultation to follow.

9.0 SCHEMES IN DEVELOPMENT

- 9.1 Bilton to Hornbeam Park - cycle route
Design work for the northern section has now been completed, and the next steps will involve internal stakeholder review and early engagement with Cllrs and key user groups. The southern section is expected to be completed by May 2026 at which point officers will follow the same process.
- 9.2 A59 Missing Link
A second design surgery has now been conducted with ATE in January 2026. During the session, officers updated ATE representatives that they had discounted the option with shared use over the bridge. This was due to surveys revealing that the pedestrian and cycle threshold for shared use is expected to be regularly exceeded and also the parapet height of the bridge was too low; It was extremely unlikely to be able to increase this due to the bridges, Grade 2 listed status.
- 9.2.1 It was stated that there was no scope to increase the width of the advisory cycle lanes over high bridge due to the limited width; and that the 2.6m wide bi-directional cycle path was acceptable, as was tying into the existing provision at Harrogate Golf Club.
- 9.2.2 There was concern that cyclists exiting the Harrogate Ringway Trail onto the A59 may wish to go against the flow of the eastbound cycle track. To mitigate this, it was suggested a section of shared use was added between the exit of the Ringway Trail and the proposed toucan crossing point.
- 9.2.3 Next steps are to complete a Road Safety Audit on the latest iteration of the design and identify funding for delivery of the scheme.
- 9.3 Harrogate Cycle Network Development Prioritisation
The consultation period has now closed, and a report is being taken to Environment Executive Members in March outlining the outcome of the Cycle Network Prioritization Assessment exercise in line with stage five of the Local Cycling and Walking Infrastructure Plan (LCWIP) process. These priorities (alongside priority LCWIP corridors) will form the baseline for active travel scheme development as and when appropriate funding becomes available.

10.0 ACTIVE TRAVEL TEAM UPDATE

10.1 The Active Travel Team is being looked at in the context of a wider highways structure review. In the meantime, the service continues to focus on delivery across the broad range of user groups linked to active travel, including wheeling and walking, in addition to cycling, through initiatives such as the Local Cycling and Walking Infrastructure Plans that we have developed across the county, and opportunities that are available through the recently introduced Local Transport Grant, as well as the funding we continue to secure through the Active Travel Fund. Officers also look to make use of the planning process and the opportunities that it raises for improvements in active and sustainable travel using our recently implemented countywide highways development management service.

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 are considered. The approved budgets available for each project and the source of funding have been identified (Appendix A).

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 are 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 via 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 individual project are 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 B).

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 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 (Appendix C).

15.0 RECOMMENDATION

- 15.1 It is recommended that the Area Committee notes the updates provided in this report.

APPENDICES:

Appendix A – Active Travel Delivery Programme

Appendix B – Equalities Impact Assessment Screening

Appendix C – Climate Change Impact Assessment Screening

BACKGROUND DOCUMENTS:

<https://edemocracy.northyorks.gov.uk/documents/s61139/Item%2006%20-%20Active%20Travel%20Updates.pdf>

Karl Battersby
Corporate Director of Environment
County Hall
Northallerton

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

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**North Yorkshire Council
Harrogate & Knaresborough Area Committee**

26 March 2026

Schools Update Report

1.0 Purpose of the Report

1.1 To inform Members of the local educational landscape, educational achievement and the financial challenges which affect schools in the Harrogate & Knaresborough committee area.

2.0 Local educational landscape

2.1 As of 31 August 2025 there was a total of 39 schools and academies within the Harrogate and Knaresborough Committee area. The table below shows the number of schools and academies both in the County as a whole and in the area covered by the committee by school type.

Summary of schools' status – 31 August 2025

	Schools in North Yorkshire		Schools in Harrogate & Knaresborough AC	
Primary Maintained	158	53.6%	6	20.7%
Primary Academy & Free School	137	46.4%	23	79.3%
Total	295		29	
Secondary Maintained	12	28.6%	2	28.6%
Secondary Academy	30	71.4%	5	71.4%
Total	42		7	
Special Maintained	5	50%	1	50%
Special Academy	5	50%	1	50%
Total	10		2	
PRU Maintained	4	80%	0	0%
PRU Academy	1	20%	1	100%
Total	5		1	
Total maintained	179	50.9%	9	23.1%
Total Academy	173	49.1%	30	76.9%
Overall Total	352		39	

3.0 School standards

3.1 School Ofsted judgements

From September 2024, inspections of state-funded schools no longer include a judgement on overall effectiveness. The judgements for the 4 areas inspected under the previous inspection framework, as at 31 August 2025, are shown in the tables below:

% Good or Outstanding

Quality of Education

	Primary	Secondary	Special
National	86%	73%	77%
North Yorkshire	90%	72%	83%
Harrogate and Knaresborough	100%	83%	100%

Behaviour and Attitudes

	Primary	Secondary	Special
National	96%	85%	89%
North Yorkshire	96%	72%	83%
Harrogate and Knaresborough	100%	67%	100%

Personal Development

	Primary	Secondary	Special
National	98%	89%	91%
North Yorkshire	98%	83%	100%
Harrogate and Knaresborough	100%	83%	100%

Effectiveness of Leaders

	Primary	Secondary	Special
National	91%	82%	84%
North Yorkshire	95%	80%	100%
Harrogate and Knaresborough	100%	71%	100%

Similarly, 94% (31 of 33) of the Childcare establishments (childcare in non-domestic premises) which have had an Ofsted inspection in the committee area were 'Good' or 'Outstanding'. The rate in North Yorkshire was 97% at the same time.

3.2 Attainment overall

In primary schools, performance across North Yorkshire in the Early Years (Early Years Foundation Stage Profile) has continued to be above national benchmarks. Attainment of children at Key Stage 2 is improving. In secondary schools the percentage of pupils achieving a grade 5 or above in both English and maths (Basics) fell in 2025 but is still 6.4% higher than the national figure.

3.3 Early Years Foundation Stage Profile (EYFSP)

In 2025, 72.7% of children in the committee area achieved a Good Level of Development. An in-year comparison of EYFSP outcomes with LA and national figures (see table below) shows that a higher proportion of pupils within the committee area achieved a good level of development compared with both North Yorkshire and national comparable figures.

Early Years Foundation Stage Profile – percentage achieving a good level of development			
	Harrogate and Knaresborough	North Yorks	National
2022	70.0%	68.3%	65.2%
2023	70.8%	70.3%	67.2%
2024	72.1%	71.2%	67.7%
2025	72.7%	70.6%	68.3%

3.4 Key Stage 2

In 2025, 62.7% of children in the committee area achieved the expected standard in reading, writing and maths, which is higher than the North Yorkshire average and the national comparable figure. An in-year comparison of KS2 attainment with LA and national figures is shown in the table below.

Key Stage 2 - percentage achieving the expected standard or above in reading, writing and maths combined.			
	Harrogate and Knaresborough	North Yorks	National
2022	62.3%	56.6%	58.9%
2023	58.1%	56.1%	60.0%
2024	61.0%	58.2%	61.3%
2025	62.7%	59.6%	62.1%

3.5 Key Stage 4

The average Attainment 8 score, which measures the achievement of a pupil across eight qualifications, was 49.3 for the committee area in 2025. This is above both the North Yorkshire and national comparable figures.

Key Stage 4 - Average Attainment 8 Score			
	Harrogate and Knaresborough	North Yorks	National
2022	54.0	50.3	48.8
2023	49.5	46.8	46.3
2024	50.1	46.8	45.9
2025	49.3	46.5	46.1

The percentage achieving a grade 5 or above (grading is 9-1) in English and Maths (Basics measure) was 51.8% in 2025. This is above both the national and the North Yorkshire comparable figures.

Key Stage 4 - Percentage achieving a grade 5 or above in English and Maths			
	Harrogate and Knaresborough	North Yorks	National
2022	61.8%	53.8%	49.8%
2023	50.3%	46.0%	45.3%
2024	54.6%	47.7%	45.9%
2025	51.8%	46.8%	45.4%

3.6 Not in education, employment or training

There were 1117 young people recorded in Year 11 living in this committee area in May 2025 and of this cohort only 16 (1.4%) were not in education, employment or training after leaving school. The figure compares favourably with the overall North Yorkshire figure of 1.6% for the same period.

4.0 Suspension Incidents and Permanent Exclusions

4.1 Suspension Incidents

In the 2024/25 academic year, there have been a total of 9566 suspensions for a total of 2808 individual children in North Yorkshire, 444 of these children were on roll of mainstream schools in the Harrogate & Knaresborough committee area.

Suspension Incidents								
Academic year	Pupils suspended			Total Suspensions			Reason for suspension	
	North Yorkshire	Harrogate and Knaresborough (mainstream)	Percentage of North Yorkshire total (pupils)	North Yorkshire	Harrogate and Knaresborough (mainstream)	Percentage of North Yorkshire total (incidents)	Most common reason (Harrogate and Knaresborough)	Most common reason (North Yorkshire)
2018/19	2149	333	15%	5970	998	16.72%	Persistent disruptive behaviour (43.2%)	Persistent or general disruptive behaviour (48.7%)
2019/20	1578	238	15%	4365	577	13.22%	Persistent or general disruptive behaviour (34.9%)	Persistent or general disruptive behaviour (48.2%)
2020/21	1578	238	15%	3553	502	14.13%	Persistent or general disruptive behaviour (37.7%)	Persistent or general disruptive behaviour (40.0%)
2021/22	2046	314	15%	5197	794	15.28%	Persistent or general disruptive behaviour (40%)	Persistent or general disruptive behaviour (45.5%)
2022/23	2753	459	17%	7639	1142	15%	Persistent disruptive behaviour (42.0%)	Persistent or general disruptive behaviour (48.2%)
2023/24	3114	519	17%	9960	1660	17%	Persistent disruptive behaviour (51.5%)	Persistent or general disruptive behaviour (53.4%)

2024/25	2808	444	16%	9566	1465	15%	Persistent disruptive behaviour (51.5%)	Persistent disruptive behaviour (56.7%)
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In 2024/25, schools in the committee area had a 20% share of the total schools' population in North Yorkshire and had a 15% share of suspensions for the whole county.

4.2 Permanent exclusions

In 2024/25, there were 123 permanent exclusions from all schools in the county, 10 of which were for children in Harrogate and Knaresborough mainstream schools.

Academic year	Harrogate and Knaresborough	North Yorkshire	Percentage of North Yorkshire total
2018/19	14	87	16%
2019/20	11	51	21.57%
2020/21	5	26	19.23%
2021/22	10	55	18.18%
2022/23	15	96	16%
2023/24	16	121	13%
2024/25	10	123	8%

In 2024/25, schools in the committee area had a 20% share of the total schools' population in North Yorkshire and had an 8% share of permanent exclusions for the whole county.

4.3 Responding to increasing exclusion from schools

It is important to note that the decision to suspend or permanently exclude from school can only be made by the school's headteacher as a last resort. Schools also have a responsibility to monitor attendance and exclusions of pupils.

A new Inclusive Mainstream Toolkit has been launched by NYC to support educational professionals in the planning for and meeting the needs of children and to prevent exclusion from the educational process.

The North Yorkshire response has also included outreach support for schools through SEND Locality Hub teams, offering outreach services for children at risk of suspension or permanent exclusion.

5.0 Special Education Needs and Disabilities

5.1.1 SEN Statistics for Committee area

As of December 2025, there were 1170 children in the committee area with a North Yorkshire funded EHC plan, which equated to 18.4% of the North Yorkshire total. The most common needs are:

- Autism (46%)
- Social Emotional and Mental Health (SEMH, 20%)

- Speech Language and Communication (SLCN, 12%)

As of January 2025, there were 2284 children in the committee area with SEN Support in North Yorkshire schools, which equated to 21% of the North Yorkshire total. The most common needs are:

- Specific Learning Difficulties (e.g. Dyslexia), 28%
- Social Emotional and Mental Health (SEMH), 17%
- Speech, Language and Communication (SLCN, 16%)

5.2 Increasing demand for Education, Health and Care plans (EHC plans)

Requests for Education, Health and Care plans (EHC plans) remain at a high level.

The 2024/25 academic year saw 1220 requests for assessment for an EHC plan received, which was very similar to the number received in 2023/24 (1196) and 2022/23 (1263). 245 (20%) were for children or young people living in the committee area in 2024/25, which represented an increase of approximately 25% on the 196 in 2023/24.

Significant work has been undertaken to improve and maintain the timeliness of conducting satisfactory assessment of children and young people's special educational needs.

5.3 SEND provision

The Council's ambition for children and young people with SEND is set out in the Local Area SEND Strategy 2023-2026. Key to the strategy is making sure that children have the opportunity to achieve good outcomes, attend a school close to home where they can make friends and connections in their local community and be prepared for a fulfilling adult life.

Whilst the SEND system nationally and locally remains challenging, the council continues to work proactively to support children and families to have their needs identified and met. The number of children identified as having SEND, is continuing to rise rapidly.

The council has a duty to keep its SEN provision under review and build capacity so that children with SEN can access suitable provision. Recently, the council have worked with partners and schools to develop the Inclusive Mainstream Toolkit to support practitioners in meeting the needs of children in mainstream settings. The council has a well-developed capital programme that is in the process of being reviewed and updated. Current commitments include strengthening the offer in mainstream schools through rolling out Targeted Mainstream Provision (TMP) as well as creating more special school places across the county and improving existing facilities for children.

In the Harrogate and Knaresborough constituency capital investments have been made to further enhance the offer to children in the area. An expansion of Springwater School was completed for September 2025. This facility has provided in excess of 50 additional places and enhanced the quality of facilities for children who require a special school place. Additionally, building works at the former Woodfield Primary School site to provide a new special school for children with Autism have completed.

An Academy Trust are now working with the Department for Education to satisfy all of the legal and technical requirements to open the school.

Separately, Targeted Mainstream Provision roll out continues to be a priority. New provision is proposed to be added to New Park Primary School and Rossett School. There is further significant interest from other schools with the application window closing at the end of April 2026.

6.0 Elective Home Education

Total EHE

As of the beginning of the 2025/26 academic year there were 1257 children recorded as Electively Home Educated (EHE) in North Yorkshire, 124 (9.8%) of which were formerly from a mainstream school in Harrogate and Knaresborough committee area. At the same point last year, there were 1125 children EHE in North Yorkshire, 129 (11.5%) formerly from a mainstream school in the committee area.

	Harrogate and Knaresborough EHE at 1 st September	Harrogate & Knaresborough EHE % of all North Yorkshire EHE	Total North Yorkshire EHE
24/25	129	11.5%	1125
25/26	124	9.9%	1257

In 2025/26, schools in the committee area had a 20% share of the total schools' population in North Yorkshire and had a 10% share of electively home educated children and young people for the whole county.

Becoming EHE

In the 2024/25 academic year, 888 children became EHE in North Yorkshire, 77 of which were formerly educated in a mainstream school in the Harrogate and Knaresborough committee area. This figure in the previous academic year (2023/24) was 110 from committee area out of 821 becoming EHE in North Yorkshire.

Parents have the offer of a pre-decision meeting to ensure parents fully understand their legal obligations. Furthermore, school staff and governing boards have the opportunity to access training to support children who are not engaging in education.

The Children's Wellbeing Bill has raised plans for increased responsibilities and powers for LAs regarding the EHE process, as part of multi-agency involvement in the safeguarding of children.

7.0 School Finance

7.1 2024/2025 School Revenue Balances

Local Authority maintained school revenue balances as at 31 March 2025 are summarised below, together with a comparison with 2024. The balances are also expressed as a percentage of school delegated budgets.

	Primary & Nursery 143 schools	Secondary 12 schools	Special 5 schools	Pupil Referral Unit 4 schools	Total 164 schools
Total School Revenue Balances (Net) as at 31 March 2025	£13,863k	£158k	-£1,549k	£907k	£13,379k
% of Revenue Budget	12.0%	0.3%	-14.4%	35.7%	7.3%
No. Schools with an Accumulated Revenue Budget Surplus as at 31 March 2025	121	8	4	4	137
No. Schools with an Accumulated Revenue Budget Deficit as at 31 March 2025	22	4	1	0	27
<i>Comparison to total school revenue balance (net) as at 31 March 2024</i>	+£152k	+£902k	+£119k	+£97k	+£728k

(The number of school budgets submitted to the local authority for 2024/25 is lower than the total number of local authority maintained schools operating within North Yorkshire due to a number of school federations operating a single, amalgamated budget covering all of the schools within the federation)

27 schools (16% of LA Maintained schools) had an accumulated revenue budget deficit totalling £5.6M as at 31 March 2025. An analysis of the budget deficits by school phase is detailed in the table below:

	Primary & Nursery	Secondary	Special	Pupil Referral Unit	Total
No. Schools with an Accumulated Revenue Budget Deficit as at 31 March 2025	22	4	1	0	27
Total School Revenue Deficit Balances as at 31 March 2025	-£1,360k	-£2,290k	-£1,956k	N/A	-£5,606k
Average Value of Accumulated Revenue Budget Deficit as at 31 March 2025	-£62k	-£573k	-£1,956k	N/A	-£208k
Highest Accumulated Revenue Budget Deficit as at 31 March 2025	-£237k	-£969k	-£1,956k	N/A	-£1,956k
Lowest Accumulated Revenue Budget Deficit as at 31 March 2025	-£1.3k	-£229k	-£1,956k	N/A	-£1.3k

7.2 School Budget Projections - Based on 2025/26 Start budgets

The 2025/26 Start Budgets submitted to the local authority by schools in May 2025 are summarised below:

	Primary & Nursery	Secondary	Special	Pupil Referral Unit	Total
	142 schools	12 schools	5 schools	4 schools	163 schools
Total Forecast School Revenue Balances (Net) as at 31 March 2026	£9,728k	-£1,456k	-£1,871k	£670k	£7,071k
No. Schools with an Accumulated Forecast Revenue Budget Surplus as at 31 March 2026	122	5	3	3	133
Average Value of Accumulated Forecast Revenue Budget Surplus as at 31 March 2026	£94k	£263k	£86k	£233k	£103k
No. Schools with an Accumulated Forecast Budget Deficit as at 31 March 2026	20	7	2	1	30
Average Value of Accumulated Forecast Revenue Budget Deficit as at 31 March 2026	-£87k	-£396k	-£1,064k	-£31k	-£222k
<i>Comparison to total school revenue balance as at 31st March 2025</i>	<i>-£4,135k</i>	<i>-£1,614k</i>	<i>-£322k</i>	<i>-£237k</i>	<i>-£6,308k</i>

(The overall number of individual school budgets have reduced from 164 to 163 between the 2024/25 and 2025/26 financial years due to 14 schools converting to academy status and 2 schools closing).

7.3 School Finance and Funding Issues

- The Department for Education (DfE) usually publishes the National Funding Formula (NFF) allocation in July to help schools with their planning as early as possible, however the DfE stated that this was not possible due to the timing of the multi-year Spending Review concluding in June 2025. Outline 2026-27 NFF funding information was provided in mid-November 2025 with indicative allocations expected later in Autumn 2025.
- The DfE have confirmed that there are no structural changes to the schools NFF for 2026-27, with no changes to the NFF factors and how they operate compared to 2025-26. The NFF factor values will broadly increase by c2% for the 2026-27 financial year. The DfE have prescribed that local authorities are required to set the

minimum funding guarantee funding (MFG) protection between minus 0.5% and 0% for the 2026-27 financial year. The overall funding requirement for 2026-27 school budgets, and the associated affordability within the 2026-27 schools block DSG funding provision, cannot be finalised until the actual 2026-27 schools block DSG allocation is received in December 2025

- School budgets have experienced significant cost pressures in the 2025/26 financial year, this position is expected to continue for the 2026/27 financial year. Cost pressures include:
 - Below forecast inflation increases in school funding provided by Government for the 2024/25 and 2025/26 financial years
 - Cost pressures associated with supporting an increasing number of pupils with additional SEND support needs.
- North Yorkshire secondary schools are placed 142 out of 151 local authorities in terms of funding level per pupil. On average, a school in North Yorkshire will receive £6,849 per pupil in 2025-26 compared to a national average of £7,450. Comparing the funding for a 1,500 pupil secondary school this equates to a difference in funding of £0.9m. The funding for North Yorkshire primary schools is more favourable with a position 35 out of 151 local authorities in terms of the funding level per pupil. For primary schools, a North Yorkshire school will receive on average £5,812 per pupil compared to a national average of £5,704. The average funding position in relation to primary schools in North Yorkshire is influenced by the levels of the lump sum and sparsity funding received through the DfE National Funding Formula by the relatively high number of small, rural primary schools within the local authority area.
- North Yorkshire has a number of schools that, geographically, are vital in serving their local communities. Inadequate sparsity funding and general financial pressures for smaller, rural secondary schools, continues to be a significant concern. NYC utilises the provision in the DfE National Funding Formula (NFF) to locally provide additional lump sum funding of £50k for the smallest (less than 350 pupils), most rural secondary schools. NYC continues to lobby the DfE and local MPs for higher levels of funding for the small, rural secondary schools within the LA.

7.4 Local Authority Support for Schools in Financial Difficulty

- The Local Authority adopts a number of measures to support schools facing financial difficulty:
 - the use of a financial risk rating framework to determine the level of support, challenge and intervention undertaken at individual school level,
 - meetings are held with the headteacher and Chair of Governors of schools forecasting an accumulated budget deficit in either the current or the next financial year, where no financial recovery is forecast to discuss the actions planned by the school to address the forecast budget deficit
 - the escalation path for financial intervention including the use of Notices of Financial Concern, where deemed appropriate. Currently, eight schools are subject to a Notice of Financial Concern.

- the undertaking of School Resource Management reviews in individual schools where this has been identified as an appropriate intervention through the risk rating process. The reviews are either commissioned from the DfE or undertaken by LA staff with the SRMA accreditation and based on the DfE School Resource Management Adviser (SRMA) model.
- continuing to undertake research into small school financial effectiveness to identify and share best practice
- review of the Schools Financial Value Standard (SFVS) and Resource Management dashboard in financially challenged schools
- continuing the promotion of school collaboration and the sharing of best practice in terms of effective resource management between schools
- the provision of Headteacher and Governor finance briefings and training
- continuing to lobby DfE for fairer funding for North Yorkshire schools, especially in relation to small, rural secondary schools.

7.5 Schools Financial Position – Harrogate & Knaresborough

2024/25	2025/26
<p>6 schools in budget surplus as at 31 March 2025 3 schools in deficit by March 2025; 33% of schools in Harrogate & Knaresborough (2 primary, 1 secondary)</p> <p>Average primary surplus = £115k Average secondary surplus = £221k Average special surplus = £175k</p> <p>Average primary deficit = -£122k Average secondary deficit = -£575k Average special deficit = N/A</p> <p>(Data Source – 2024/25 Consistent Financial Reporting (CFR))</p>	<p>6 schools projecting to be in budget surplus as at 31 March 2026 3 schools projecting to be in deficit by March 2026; 33% of schools in Harrogate & Knaresborough (2 primary, 1 secondary)</p> <p>Projected average primary surplus = £108k Projected average secondary surplus = £67k Projected average special surplus = £149k</p> <p>Projected average primary deficit = -£184k Projected average secondary deficit = -£549k Projected average special deficit = N/A</p> <p>(Data Source – 2025/26 Start Budgets)</p>

8.0 Planning school places

8.1 School sustainability

The sustainability of schools is largely influenced by three key factors which are usually related to each other:

- Falling pupil rolls
- School standards
- Financial difficulty

Where school closures have occurred in North Yorkshire these factors have been relevant. During the period 1 September 2022 to 31 August 2025 there were eleven closures in the county. These included one school within the Harrogate and Knaresborough committee area, which was Woodfield Community Primary School and which closed on 31 December 2022.

8.2 Pupil rolls – current and future

In accordance with the Education Act, 1996 the Council has a statutory duty to ensure sufficient school places are available for every child.

In accordance with guidance issued by the DfE the strategic planning of school places is undertaken on the basis of ‘planning areas,’ which represent groups of associated schools which are aligned in terms of issues such as geography, transport links and patterns of parental preference. The council previously considered the strategic planning of primary school places via a total of 58 planning which had developed over a significant period.

A review of the former planning areas was undertaken during 2025 arising, in part, from criticisms of their relevance during the annual reporting to Area Committees during the 2025 annual reporting round. In January 2026, the DfE approved an application from the council to implement revised planning areas via which the future monitoring and planning of primary school places will be undertaken.

The planning areas utilised by the council for the purpose of forecasting secondary school places have not been amended and remain as previously reported.

Appendix 1 shows the planning areas that were in use for the Harrogate and Knaresborough Committee area as at 31 August 2025, together with: -

- The schools and academies in each planning area
- Capacity in the planning area
- Current numbers on roll
- Projected future numbers
- Projected impact of approved housing developments with planning approval (the forecasts in Appendix 1 do not include additional pupils yielded from housing developments that do not yet have planning approval.)

The Council’s pupil number forecasts indicate that the total number of pupils attending schools and academies within North Yorkshire will decline by 3.6% between 2024-2025 and 2029-30. The decline in pupil numbers is not, however, expected to be consistent across the county; arising from higher levels of housing development it is expected that a small number of areas in the county may experience an increase in the demand for school places whilst in other areas the decline in pupil numbers is forecast to be significantly in excess of the forecast average rate of decline.

The Council is carefully monitoring pupil numbers across the Harrogate and Knaresborough committee area. A proportion of the committee area is rural and served by small schools located within villages. A falling birth rate combined with changing demographics means that a number of small schools are facing financial challenges associated with low numbers on roll. In the committee area there are examples of schools working innovatively to mitigate these challenges. This includes collaborative working between schools, including in federations. For all small schools

the fluctuation of pupil numbers exacerbates the already challenging nature of school funding.

Appendix 1 does not include projections of pupil yield from sites proposed in the former Harrogate District Council Local Plan that do not yet have planning approval, including larger sites to the West of Harrogate. Harrogate, Knaresborough and Ripon will accommodate most of the housing growth over the Local Plan Period.

The key points to note within the planning areas across the committee area are:

8.3 Primary

Boroughbridge Primary Area

There are a high number of housing permissions in both Boroughbridge town and Kirby Hill, and officers continue to monitor the school place planning implications, including through regular reviews of the pace and scale of these developments.

Additional capacity was added to Boroughbridge Community Primary School (60 places) for the start of the Autumn term, 2024. Officers will continue to monitor the ongoing impact upon the potential requirement for additional places arising from the development.

Harrogate Primary West

Members will be aware of the significant housing development planned/underway in the Harrogate west area.

The West of Harrogate Parameters Plan document was adopted in February 2022. The purpose of this document is to create an aligned, holistic site approach, addressing matters such as land use, access and movement, provision of community facilities and schools, green and blue infrastructure, public transport, cycling and pedestrian links, and phasing. Two primary school sites are provisionally indicated, one on site H49 (Windmill Farm) and one on site H51 (Land East of Whinney Lane).

In addition, an additional site for education has been secured at Penny Pot Lane. Housing development has started at Penny Pot Lane and officers are currently monitoring the pace of housing and the impact on the need for additional school places. Additional capacity has been added to Oatlands Junior School.

Knaresborough Primary Town

A site for education provision was secured at Manse Farm to primarily serve the Manse Farm development in Knaresborough and the proposed Highfield Farm development. Planning approval was secured in 2020. It is intended that the new school (with nursery provision) will be a free school (a state-funded school, operating as an academy, independent of the local authority). Elevate Multi Academy Trust has been appointed to run the new primary school. Through the 'presumption route' process, NYC is responsible for delivery and funding of the school using a combination of Basic Need Grant and developer contributions.

It is proposed that the age range of the school will be 3-11, providing places for 210 pupils (one form of entry) with the ability to expand to 420 places (two forms of entry) should that be required in the future. The school will provide places for boys and girls (mixed).

However, arising from a decline in the number of primary aged pupils in the Knaresborough area, the school was not required to be developed in accordance with the timescales that were originally proposed. The council has agreed with the DfE that further reviews of the pupil number forecasts, including those arising from any proposed new developments, are required to inform decisions about school place sufficiency.

8.4 Secondary

Harrogate Secondary

Following discussions in 2019 with the local secondary schools additional capacity has been added at both Rossett School (2 additional classrooms) and Harrogate Grammar School (3 additional classrooms). Both will assist in meeting the expected rise in demand for places as a result of housing growth and pupil numbers will continue to be monitored.

8.5 New Settlement - Maltkiln

The council has requested that provision be made for two primary school sites within the proposed new settlement at Maltkiln. However, it is not expected that the size of the overall development would generate sufficient pupils to require the provision of a new secondary school. It is intended that Boroughbridge High School would be expanded to meet the anticipated growth in secondary pupils from the development. However, safeguarded land for secondary provision is indicated within proposals for Maltkiln, should this be required in the future.

9.0 Recommendation

9.1 That Members note the report on educational factors in the Harrogate and Knaresborough committee area.
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Authors: Amanda Fielding (Assistant Director – Education and Inclusion)
Howard Emmett (Assistant Director – Resources)
Jon Holden, Head of School Organisation and Transport

APPENDIX 1

Planning Areas and forecast surplus/shortfall school places

- School planning areas are groups of schools which are used for assessing current and future pupil demand for school place provision and structured according to DfE guidelines.
- Figures below assume all outstanding housing permissions are built out over a five-year period, but do not include undetermined planning applications or draft Local Plan proposals.
- Pupil yield from housing is based on 25% for primary aged pupils and 13% for secondary aged pupils.

School planning area	Places available as of 2024/2025	Number on Roll 2020/2021	Number on roll 2024/2025	Surplus Capacity 2024/2025	Forecast pupils as of 2029/2030	Projected Pupils from current housing permissions until 2029/2030	Forecast/ Surplus capacity 2029/30
*School located in a neighbouring committee area							
Primary							
Harrogate Primary Urban Central <ul style="list-style-type: none"> • Bilton Grange CP • Coppice Valley Primary • Saltergate Community Junior • Saltergate Infant • Starbeck Primary Academy • New Park Primary Academy • St Joseph's Catholic Primary School, Harrogate, A Voluntary Academy • Willow Tree CP 	2218	1965	1836	382	1575	101	542
Harrogate Primary Urban East <ul style="list-style-type: none"> • Grove Road CP • Hookstone Chase Primary • Richard Taylor CE • St Robert's Catholic 	1153	1156	1146	7	1047	54	52
Harrogate Primary Urban West <ul style="list-style-type: none"> • Oatlands Infant • Oatlands Junior • Pannal Primary • Rossett Acre Primary • St Peter's CE Primary • Western Primary 	2155	2115	2170	-15	2147	72	-64
Harrogate Primary Outer Area <ul style="list-style-type: none"> • All Saint's CE School* • Askwith CP* • Beckwithshaw CP* • Birstwith CE* • Admiral Long CE* • Darley CP* • Follifoot CE* • Hampsthwaite CE 	1377	1165	1130	247	1086	93	198

<ul style="list-style-type: none"> • Kettlesing Felliscliffe CP* • Killinghall CE • North Rigton CE* • Ripley Endowed • Sicklinghall CE* • Spofforth CE* 							
Total	6903	6401	6282	621	5855	320	728

School planning area	Places available as of 2024/2025	Number on Roll 2020/2021	Number on roll 2024/2025	Surplus Capacity 2024/2025	Forecast pupils as of 2029/2030	Projected Pupils from current housing permissions until 2029/2030	Forecast/ Surplus capacity 2029/30
*School located in a neighbouring committee area							
Boroughbridge Primary Area <ul style="list-style-type: none"> • Boroughbridge Primary • Kirby Hill CE* • Roeclyffe CE* 	484	339	431	53	528	27	-71
Boroughbridge Primary Outer Area <ul style="list-style-type: none"> • Dishforth Airfield CP* • Great Ouseburn CP* • Green Hammerton CE* • Kirk Hammerton CE* • Marton-cum-Grafton CE • Nun Monkton Primary* • St Peter's Brafferton CE* • Staveley CP 	816	566	581	235	629	31	156
Total	1300	905	1012	278	1157	58	75

Knaresborough Primary <ul style="list-style-type: none"> • Aspin Park Academy • Meadowside Academy • St John's CE Primary • St Mary's Primary School 	1207	1153	1113	94	1080	93	34
Knaresborough Primary Outer Area <ul style="list-style-type: none"> • Goldsborough CE* • Long Marston CE* • Scotton Lingerfield Primary • Tockwith CE* 	520	425	432	88	452	91	-23
Total	1727	1578	1545	182	1532	184	11

Boroughbridge Secondary <ul style="list-style-type: none"> • Boroughbridge High School 	896	445	446	450	450	28	418
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Harrogate & Rural Secondary <ul style="list-style-type: none"> • Harrogate Grammar 	7749	7841	7280	469	6901	166	682
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<ul style="list-style-type: none"> • Rossett School • Harrogate High • St John Fisher Catholic High • St Aidan's CE High • Nidderdale High* 							
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Knareborough Secondary	1705	1581	1528	177	1601	60	44
<ul style="list-style-type: none"> • King James's School 							

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 No.	Raised	Notes	Status
Section 19 Investigation Report on the 6 May 2024 Flood Event in Knaresborough	Resolved at 25 September 2025 meeting (Minute 20)	<ul style="list-style-type: none"> Feedback passed to Corporate Director of Environment for Decision. Written report TEE&E Overview and Scrutiny reviewing topic registration. 	Written update from officers scheduled for Thursday 26 March meeting.
Traffic Management and Roadworks	Raised at Thursday 28 October 2025 Mid Cycle Briefing	To consider the processes in place for managing and administering traffic management in Harrogate and Knaresborough and seek feedback from AC.	Work review submitted 18 November 2025; awaiting response from directorate.
Winter Weather Response	Raised at Thursday 28 October 2025 Mid Cycle Briefing	To address concerns about gritting performance in the area, and specific plans relating to the Harrogate and Knaresborough Area which was badly affected in January 2025.	Work review submitted 18 November 2025; awaiting response from directorate.
Active Travel Commissioner	Raised at Thursday 27 November meeting (Minute 28)	To provide feedback to the Active Travel Commissioner (ATC).	Attendance agreed at MCA O&S Committee. Project ongoing to gather member and community feedback to prepare a written report to the ATC's office.
Request to Fast Track Appointment of Active Travel Team	Resolved at 27 November 2025 meeting (Minute 28)	<ul style="list-style-type: none"> Letter written to Councillor Malcolm Taylor (Executive Member for Highways and Transportation) and Karl Battersby (Corporate Director Environment), requesting that the delivery of the Active Travel programme in Harrogate and Knaresborough be fast tracked. Requested that a report be taken to the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee. 	Written response received 18 December 2025 and circulated to committee.

Active Travel Team	Raised at Thursday 27 November meeting (Minute 28)	To receive an update from the Active Travel Team once it is formed, on its plans and priorities for the area.	Report agreed once team established.
Street Scene in Harrogate and Knaresborough	Requested by Chair and Vice Chair	To explore how effectively are Street Scene services planning and delivering work in Harrogate and Knaresborough ahead of the forthcoming tourist season, and what improvements or prioritisation are needed to ensure the area is clean, welcoming and well maintained.	Provisionally scheduled for June 2026 meeting.

2. Items for Forthcoming Committee Meetings

(*Denotes an annual update)

Thursday 26 March 2026, 10:00, Harrogate Civic Centre.
Mid Cycle Briefing: Thursday 26 February 2026

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.
Active Travel Update	Jasmin Gibson (Improvement Project Delivery Manager)	Update on the delivery of active travel schemes in the Harrogate and Knaresborough area.
Annual School Update Report*	Jon Holden (Strategic Planning Manager)	Annual update on educational landscape, achievement and financial challenges.
S19 Flood Report Response (Written Report)	Meirion Jones (Lead Local Flood Authority Team Leader)	Written update on progress.
Harrogate and Knaresborough Youth Councils* (Written Report)	North Yorkshire Voice	Update on activities, with the opportunity to put down a motion for debate by members. Written update only, with the agreement of the Youth Councils, due to difficulty of attending during school hours. Update from Knaresborough Youth Council also being sought.
Harrogate Town Investment Plan Update (Written Report)	Marcin Szczech (Principal Regeneration Officer)	Interim written update, following postponement of this item to the June 2026 meeting.
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 until mid-2026, to support performance monitoring by the AC).

2026 – 27 Work Programme (Draft)

Thursday 4 June 2026, 10:00, Harrogate Civic Centre.

Mid Cycle Briefing: Thursday 30 April 2026

Item	Contact Officer	Notes
Election of a Chair and Vice Chair	Edward Maxwell (Senior Democratic Services Officer)	To elect a Chair and Vice-Chair for the 2026-27 Civic Year.
Update from Tom Gordon MP	Tom Gordon MP	Update from the MP on activities and projects that affect the area.
Harrogate Town Investment Plan	Marcin Szczech (Principal Regeneration Officer)	Update on development and implementation of the Harrogate Town Investment Plan. Postponed from March 2026.
Community Safety and CCTV Update	Paul Romans (Community Safety CCTV Manager)	Update on community safety in the area. Joint update with representatives from North Yorkshire Police.
Area Committee Annual Report	Edward Maxwell (Senior Democratic Services Officer)	To hear the annual report summarising the work of the Area Committee in the 2025-26 Civic Year.
Resilience and Emergencies Briefing* (TBC)	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.
Parking Services Update (TBC)	Steve Brown (Head of Parking Services)	To hear an update on parking services and enforcement issues within the area.
Waste Performance Update* (Written Report - TBC)	Harry Briggs (Head of Waste Operations and Street Scene)	Written report to include written narrative, summary of current position, and key datapoints.

Thursday 24 September 2026, 10:00, Harrogate Civic Centre.

Mid Cycle Briefing: Thursday 30 July 2026

Mayor's Update	Mayor David Skaith	Annual update on the work of the Mayor of York and North Yorkshire.
Localities Service Update* (TBC)	Adele Wilson-Hope (Communities Area Manager (East))	Annual update on the work of the localities service.

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

Mid Cycle Briefing: Thursday 22 October 2026

3. Future Items of Work

(*Denotes an annual update)

Item	Contact Officer	Notes	Proposed Activity	Proposed Date
Maintenance of Tree Lighting in the Stray Area	Neil Jackson (Electrical Engineering Manager)	For members to be kept informed of the ongoing review of lightning failures for memorial and seasonal lighting on Otley Road.	Written updates to members.	Throughout 2026 as review progresses.
Active Travel and Cycle Schemes	Melisa Burnham (Highways Area Manager)	To review the provision of active travel schemes in the Harrogate and Knaresborough area.	Area Committee agenda item or member briefing	Planned for March 2026 meeting.
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*
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*
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)	September 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*
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	Late 2026
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	Late 2026
Harrogate and Knaresborough Youth Councils*	Daniel Thomas (Youth Voice Creative Engagement Officer)	Update on activities, with the opportunity to put down a motion for debate by members.	Area Committee agenda item or written update, depending on Member availability. (last update March 2026)	March 2027*

Annual School Update Report*	Jon Holden (Strategic Planning Manager)	Educational landscape, achievement and financial challenges,	Area Committee agenda item (last update March 2026)	March 2027*
Public Transport Functions	TBC	Discussion on co-operation between NYC and YNYCA on delivering local transport functions in Harrogate and Knaresborough.	Ongoing monitoring	Local Transport Plan due for consideration by CA in 2026.
Planning Enforcement	Chris Keddle (Senior Planning Enforcement Officer)	Monitor and comment on Planning Enforcement matters of significance to the Harrogate and Knaresborough area.	Ongoing monitoring	
Update on Beyond Carbon		A briefing on how this impacts the Harrogate and Knaresborough constituency area.	Member briefing	Planned for April 2026 – dates TBC.

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 • 28 January 2026 – Grow Yorkshire Briefing • 25 February 2026 – Yorkshire Water Briefing

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
- k) 28 January 2026 – Grow Yorkshire Briefing
- l) 25 February – Yorkshire Water Briefing

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 (s)	Lead director
Care & Support Hub (Harrogate locality)	2 Jan 2026	15 May 2026 By Corporate Director of Resources	<ul style="list-style-type: none"> Executive Member for Health & Adult Services Executive Member for Managing our Environment Deputy Leader & Executive Member for Finance & Resources 	Corporate Director of Resources
Knaresborough Neighbourhood Development Plan: Report of Independent Examination	16 Feb 2026	8 Apr 2026 Executive Member for Open to Business	Executive Member for Open to Business	Corporate Director of Community Development

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North Yorkshire Council

Harrogate and Knaresborough Area Committee

24 March 2026

Progress Report on the Recommendation of the Section 19 Investigation Report into the 06 May 2024 Flood Event in Knaresborough

Report of the Corporate Director – Environment

1.0 PURPOSE OF REPORT

- 1.1 To inform the members of the Area Committee of the progress made against the recommendations of the Flood Investigation report on the significant flood event that affected Knaresborough on 06 May 2024.

2.0 BACKGROUND

- 2.1 Section 19 of the Flood and Water Management Act (2010) (FWMA) require Lead Local Flood Authorities (LLFA's) to investigate flooding incidents.
- 2.2 When a flooding incident has occurred, the Act requires LLFA's to investigate which Risk Management Authorities have relevant flood risk management functions, and whether each of those Risk Management Authorities has exercised, or is proposing to exercise, those functions in response to the flood. Where a LLFA carries out an investigation, it is required to publish the results of its investigation and notify any relevant Risk Management Authorities.
- 2.3 North Yorkshire Council's Lead Local Flood Authority Team investigates all reported incidents of flooding accordingly, in a manner proportionate to the specific characteristics of the incident. The nature of the investigation may vary from a site visit and a data collection exercise, allowing officers to understand responsibilities and any action required by the relevant Risk Management Authorities, to a more formal investigation to be published under the FWMA (2010).
- 2.4 The NYC Flood Risk Strategy identifies the characteristics of a flood incident to be used to determine whether or not it is appropriate to undertake a formal Section 19 Investigation in the aftermath of a flood, these are listed below:
- Level of support and engagement from other Risk Management Authorities
 - Number of properties internally flooded
 - The depth, area or velocity of flooding reported
 - The frequency of flooding in a given location
 - The nature or extent of critical infrastructure impacted by the flood
 - The nature or source of requests for an investigation received by NYC
 - Whether the flood relates to a known issue
- 2.5 If an event fulfils one or more of these criteria, a formal investigation is progressed accordingly, and application of this principle has led to the undertaking of formal section 19 investigations concerning the event on 06 May 2024 in Knaresborough.

- 2.6 On 25 September 2025, a draft of the Section 19 Investigation Report was presented to the Harrogate and Knaresborough Area Committee.
- 2.7 The Section 19 Investigation Report was approved for publishing on 26 September 2025 by the Environment Executive.

3.0 PROGRESS AGAINST THE RECOMMENDATIONS OF THE SECTION 19 REPORT

- 3.1 The following table provides actions completed against recommendations as made within the Section 19 report:

Recommendation	Action
<p>Subject to funding eligibility, the LLFA to assess the potential for property level resilience in areas where multiple properties (including Businesses) are at risk from repeated events.</p>	<p>Following the publication of the government’s 10 infrastructure plan in 2025 £7.2billion has been allocated nationally for Flood Risk Management over the 10-year plan period. £4.2billion of this has been allocated for the next 3 years 2026-29. The government published its new funding policy in October 2025 and provides a transition period between the old policy and the new policy starting April 2026. The programme of investment, administered by the Environment Agency is fully committed with existing schemes with no new locations being progressed in 2026/27. There will be a gradual transition to new schemes towards 2029/30. There is therefore currently no funding available to deliver a Property Flood Resilience scheme in 2026/27.</p> <p>Considering the new funding policy NYC is reviewing its current flood risk capital investment programme to maximise opportunities. Guidance to the new national funding policy was published by Environment Agency/Defra on 05 March 2026 allowing this piece of work to now progress with greater confidence.</p> <p>In its Annual Flood Programme update to the Environment Executive on 28 November 2025, it was agreed in Section 11.1 that funding would be allocated to Knaresborough to progress feasibility assessment and match funding to support any bids for grant funding in future years.</p>
<p>All risk management authorities to continue responsive service within the Knaresborough area.</p>	<p>Alongside the scheduled programme cleanse we will continue to inspect the carriageway and assets such as the gullies, in line with our Highway Safety Inspection manual. Should a reactive clean be required following an inspection or a report received by the customer we do have resource available to address these alongside the planned programme.</p>

<p>Yorkshire Water to consider and implement appropriate options to manage the frequency and impact of surcharging of foul drainage on Park Avenue.</p>	<p>NYC and YW hold a monthly meeting to discuss operational issues. The option of installing non-return valves has been discounted and Yorkshire Water are looking into alternative solutions.</p>
<p>Yorkshire Water to continue the development of their Development and Wastewater Management Plans (DWMP)</p>	<p>This is a statutory obligation. Further information can be found on Yorkshire Water's website. Yorkshire Water - Drainage and wastewater management plan</p>
<p>Where opportunities are identified either through the DWMP, or Combined Sewer Overflow Reduction plans and where funding sources are identified, YW and NYC to work collaboratively to maximise opportunities to separate surface water and foul drainage by promoting the use of Sustainable Drainage Systems (SuDS) to reduce the impacts on flooding.</p>	<p>Whilst no capital investment is available nationally for new projects through Flood and Coastal Grant in Aid, NYC has committed it's own funding and has secured £10k from the Environment Agency's revenue budget to develop a study to look at the retrofitting of Sustainable Drainage Systems in collaboration with YW and Yorkshire Dales Rivers Trust. YW have also committed resource to support the study as well as the Yorkshire Dales Rivers Trust seeking an amount of money from the National Lottery Climate Action fund. There is a strong desire to work with local community groups and embrace social action to create new rain gardens and SuDS systems across Harrogate and Knaresborough to reduce flood risk and improve water quality. A decision on National Lottery Funding is awaited.</p> <p>Yorkshire Water is progressing significant investment through its Alliance North storm spill reduction programme within Harrogate and Knaresborough. North Yorkshire Council is working alongside this programme to ensure opportunities to reduce surface water entering the sewer network are always considered where practicable, supporting wider flood-risk and environmental benefits. YW and NYC are actively working in partnership to identify future opportunities for investment that could be aligned to both the new national funding guidance for flood management</p>
<p>All risk management authorities to work with the communities to encourage and promote improved level of resilience. With the impacts of climate change becoming ever clearer, it is critical that communities play an active role in helping themselves to be resilient to the increasingly prevalent risk of flooding.</p>	<p>A review is in progress through the Resilience and Emergency Team</p>

4.0 PROGRESS AGAINST THE RECOMMENDATIONS OF THE AREA COMMITTEE ON 25 SEPTEMBER 2025

4.1 The following table provides actions completed against recommendations as made by the Harrogate and Knaresborough Area Committee:

Recommendation	Action
<p>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.</p>	<p>There are existing statutory requirements on organisations such as Yorkshire Water and NYC to develop Development and Waste Water Management Plans and Strategic Flood Risk Assessment respectively.</p> <p>As part of the new local plan preparation, a new Strategic Flood Risk Assessment (SFRA) is being developed to inform the future planning policies. The current existing flood maps showed generally good correlation between the mapping and observed impacts. Nevertheless, the Section 19 report for Knaresborough will be used as evidence in the SFRA to allow to identify areas that have critical drainage issues or where an infrastructure delivery plan is required to ensure any necessary upgrades to infrastructure align with the development plan and ensure flood risk is not increased as a result of new development. Timescales are dependent on the local plan preparation.</p>
<p>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.</p>	<p>Local Members have been in discussion with the Head of Highway Operations and the Area Manager. The current 2-year gully programme will be complete by the end of March, which will mean all gully's will have had a clean in the last two years. As we start a new 2 programme, we have ensured hotspots and 6 monthly cleans have been reviewed. Where areas in Knaresborough were identified as 'hot spots' their frequency has been reviewed.</p>
<p>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.</p>	<p>A review is in progress through the Resilience and Emergency Team</p>
<p>Review the Section 19 Report through the Transport, Environment, Economy, and</p>	<p>A scrutiny topic proposal has been submitted and is to be considered by the TEEE Scrutiny</p>

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.	Committee at the mid-cycle briefing on 24 th March 2026.
Come back to the Area Committee and Knaresborough with a six-month progress review.	As requested, the update is being provided in writing in the form of this report.

5.0 PROGRESS AGAINST THE RECOMMENDATIONS EXECUTIVE COMMITTEE

5.1 The following table provides actions completed against recommendations of the Environment Executive 26 September 2025.

Recommendation	Action
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;	Public sewers in the affected area have been surveyed following the flood event. Yorkshire Water provides North Yorkshire Council with access to its sewer records, which are maintained and kept up to date, supporting a shared understanding of the sewer network serving Knaresborough
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	Yorkshire Water has reviewed maintenance and inspection activity for key sewer assets serving Queen's Road and St Margaret's Gardens. This review is informing ongoing operational planning, with further targeted inspection and maintenance kept under regular review and discussed with North Yorkshire Council through existing liaison arrangements.
Work jointly with NYC to develop the Strategic Infrastructure Plan for Knaresborough with clear timelines and defined responsibilities	As above, there are existing statutory requirements on organisations such as Yorkshire Water and NYC to develop Development and Waste Water Management Plans and Strategic Flood Risk Assessment respectively. As part of the new local plan preparation, a new Strategic Flood Risk Assessment (SFRA) is being developed to inform the future planning policies. The current existing flood maps showed generally good correlation between the mapping and observed impacts. Nevertheless, the Section 19 report for Knaresborough will be used as evidence in the SFRA to allow to identify areas that have critical drainage issues or where an infrastructure delivery plan is required to ensure any necessary upgrades to infrastructure align with the development plan and ensure flood risk is not increased elsewhere. Timescales are dependent on the local plan preparation.

6.0 LEGAL IMPLICATIONS

- 6.1 This report and its recommendations are consistent with the discharge of the Council's duty to investigate flooding as set out in the Flood and Water Management Act 2010 and the Local Flood Risk Management Strategy.
- 6.2 Information has been requested and provided by other risk management authorities in line with its powers under Section 14 of the Flood and Water Management Act.
- 6.3 Ordinary watercourses and surface water drainage systems not adopted and maintained at public expense are the responsibility of their riparian owners. North Yorkshire County Council/Partners have undertaken studies of the drainage systems using its powers available under Section 19 of the Flood and Water Management Act 2010 to investigate flood incidents in order to understand any mechanisms which may have contributed to the event and is not indicative of NYCC taking any responsibility for the condition or maintenance of drainage systems in any location.

7.0 FINANCIAL IMPLICATIONS

- 7.1 As this is a progress update report, there are no financial implications arising specifically from the report.

8.0 RECOMMENDATION

- 8.1 It is recommended that the members of the Area Committee note the progress made against the recommendations of the Section 19 report and the response of Risk Management Authorities to the significant flood event that affected Knaresborough on 06 May 2024.

APPENDICES:

None

BACKGROUND DOCUMENTS:

None

Karl Battersby
Corporate Director – Environment
County Hall
Northallerton

Report Author – Meirion Jones, Lead Local Flood Authority Team Leader

Harrogate Youth Council

Area Committee Meeting Update

Max Kelly

Chair, Harrogate Youth Council

harrogateyouthcouncilhyc@gmail.com

13/3/26



To the Members of the Area Committee,

I am writing to you in my capacity as Chair of the Harrogate Youth Council to provide an update for the March meeting and to outline our current campaigns, projects, and priorities. As a youth-led council representing a diverse range of young people across the Harrogate district, we remain committed to ensuring that youth voice continues to play a meaningful and active role in local decision-making.

One of our greatest strengths is the diversity within our membership. Young people from different backgrounds, experiences, and communities contribute to the Youth Council's discussions. This diversity enables us to hold balanced, informed conversations and to explore local issues in a way that reflects the breadth of experience within Harrogate's youth population. We believe that inclusive representation leads to stronger, more equitable outcomes.

Campaign Focus Areas

Over the past several months, the Youth Council has been working consistently and collaboratively to develop this year's campaign priorities. We have taken time to consult, explore ideas, gather peer perspectives, and build youth-led themes that reflect the real concerns and ambitions of young people across Harrogate.

Youth Mental Health

Youth mental health continues to be the most significant concern raised by young people in our district. We are maintaining close links with both local and national mental health charities to create opportunities for young people to share their lived experiences, co-design solutions, and raise awareness of the challenges their peers face. Our work includes workshops, collaborative events, and ongoing engagement aimed at improving early access to support and tackling stigma.

Anti-Discrimination and Inclusion

We are also campaigning actively around discrimination in all its forms—whether related to race, disability, gender identity, sexuality, or socio-economic background. Through partnership work with schools, youth groups, and community organisations, we aim to challenge discriminatory attitudes, promote inclusion, and empower young people to speak confidently about their experiences.

Campaign Launch Visibility

Throughout the coming year, the Youth Council will be visibly launching and promoting these campaigns across Harrogate. This activity will be closely aligned with:

- Local and national awareness days
- Themed months and celebration periods
- Key points in the Harrogate Youth Council's campaign calendar

Our intention is to ensure sustained, meaningful visibility that keeps youth priorities at the forefront of community conversations. These planned launches will provide opportunities for wider engagement, partnership working, and stronger youth representation across the district.

Engagement in Local Planning and Regeneration

Recently, Harrogate Youth Council has taken part in consultation sessions with Harrogate Town Planning. We have engaged in workshops and shared young people's views on the regeneration of the town, including priorities around accessible spaces, youth-friendly design, environmental sustainability, and how future developments can better reflect the needs of younger generations.

We are keen to remain actively involved in this work, and we encourage the Area Committee to consider formalising ongoing youth input within future planning and regeneration processes. Young people have a direct stake in the long-term development of the district, and their insight offers valuable perspective.

Strengthening Collaboration

As part of our continued commitment to meaningful partnership working, we would like to invite members of the Area Committee to attend one of our upcoming Youth Council meetings. This will offer an opportunity to hear directly from young people, understand their priorities, and discuss shared areas of interest.

Equally, we would welcome the chance for Youth Council representatives to attend future Area Committee meetings.

Thank you for your continued support and for your commitment to engaging the voices of young people across the Harrogate district. We look forward to working with the Committee more closely in the months ahead.

Yours sincerely,

Max Kelly

Chair, **Harrogate Youth Council**



North Yorkshire Council

Harrogate and Knaresborough Area Committee

26 March 2026

Harrogate, Knaresborough and Boroughbridge Town Investment Plan update

Report of the Corporate Director of Community Development

1.0 PURPOSE OF REPORT

- 1.1 The purpose of this report is to provide an update to the Area Constituency Committee on progress with the development of Town Investment Plans for Harrogate, Knaresborough and Boroughbridge, including recent engagement activity, emerging priorities and proposed next steps.

2.0 BACKGROUND

- 2.1 The North Yorkshire Council Economic Growth Strategy 2024–2029 includes a commitment to develop investment plans for the county’s towns and their hinterlands, or to refresh existing plans, to drive economic growth and productivity in line with the Local Plan, Local Transport Plan and other key strategies.
- 2.2 Town Investment Plans for key urban centres and market towns form part of the suite of documents required to move the Economic Growth Strategy from high-level ambition into delivery on the ground.
- 2.3 Within this framework, work is underway to prepare TIPs for Harrogate, Knaresborough and Boroughbridge, providing an evidence base for future business cases and coordinated investment across the area.
- 2.4 The Town Investment Plan programme provides a coordinated, place-based framework for regeneration and investment, helping the Council and the York and North Yorkshire Combined Authority to understand local investment priorities and opportunities.
- 2.5 The programme is intended to act as an evidence base for future funding bids and business cases, and to guide decisions by public, private and community partners over the medium to long term.
- 2.6 TIPs are being developed through active collaboration, bringing together business networks, community and voluntary organisations, developers, public sector agencies and other stakeholders, with co-design and community participation as core principles.
- 2.7 Across the three towns, the focus is on identifying real, positive changes that will help neighbourhoods to thrive and improve quality of life for residents, businesses and visitors.

3.0 HARROGATE TOWN INVESTMENT PLAN

- 3.1 A substantial programme of consultation and engagement has been delivered to inform the Harrogate TIP, spanning autumn 2025 to early 2026. Key activities and indicative reach are set out below.

Engagement activity	Indicative reach / audience	Format	Timing
Online survey	Nearly 600 respondents	Online and paper survey	Sept 2025 – Feb 2026
Four thematic workshops	50+ participants	In-person	Sept/Oct 2025
Town Council workshop	10+ participants	In-person	Sept 2025
Elected Members session	Councillors	In-person	Sept 2025
Youth Council	Young people	In-person	Oct 2025
Harrogate High School workshop	Students	Workshops	Jan 2026
Public engagement event	Residents	In-person	Nov 2025
Disability Forum	Forum members	In-person	Nov 2025

- 3.2 This engagement has provided a robust evidence base, centring on local priorities, issues and opportunities, including the perspectives of young people and residents with disabilities.
- 3.3 Participants consistently highlighted Harrogate’s historic heritage and architecture, including its Victorian spa character and elegant townscape, as central to the town’s identity and visitor appeal.
- 3.4 Engagement identified a series of pressing issues which residents and stakeholders see as priorities for the TIP to address. Those issues include traffic, infrastructure gaps, the state of the town centre, youth facilities, service provision and higher prominence of heritage. These issues are informing the emerging priorities and project concepts within the Harrogate TIP, particularly around transport, infrastructure, youth provision and town centre renewal.
- 3.5 Based on the consultation feedback, a recommended draft vision is emerging for Harrogate as a “heritage-led wellness destination” which integrates the town’s spa history, green assets and wellbeing offer. Further work with stakeholders is proposed to confirm the preferred vision.
- 3.6 Work is underway to structure potential interventions for Harrogate into three broad phases: quick-win initiatives, medium-term programmes and long-term strategic projects.

- 3.7 The immediate priority is to confirm a single strategic vision for the Harrogate TIP, ensuring it reflects community priorities and aligns with sustainability and inclusion objectives. A detailed longlist of projects is being prepared, including assessment of strategic fit, deliverability, potential funding routes and phasing across the short, medium and long term.
- 3.8 It is proposed to establish an Advisory Board for Harrogate to support refinement of the vision, oversee project development and champion the TIP with partners and funders. Ongoing engagement will be maintained through regular updates and opportunities for community participation in decision-making, to sustain trust and ensure the TIP remains rooted in local priorities.

4.0 KNARESBOROUGH TOWN INVESTMENT PLAN

- 4.1 Work on the Knaresborough TIP is at an earlier stage, with a strong focus on community engagement and evidence-gathering to shape priorities and the emerging vision.
- 4.2 A programme of public community engagement events is currently underway, aiming to reach a broad cross-section of residents and stakeholders.
- 4.3 An online survey is live until 6 April 2026, to capture views from residents and businesses who cannot attend in-person events.
- 4.4 Feedback from these activities will be analysed to identify what people value about Knaresborough, key challenges and opportunities, and to inform early vision-setting and project ideas for the TIP.
- 4.5 Further updates on emerging themes, draft vision options and potential interventions for Knaresborough will be brought to future meetings once the engagement phase is complete and analysis has been undertaken.

5.0 BOROUGHBIDGE TOWN INVESTMENT PLAN

- 5.1 Boroughbridge TIP development remains at scoping stage with work progressing on defining the evidence base, engagement approach and priority themes.
- 5.2 It is proposed that Boroughbridge follows the same core methodology as other towns, with a place-based evidence review, stakeholder mapping and a programme of engagement to inform a draft vision and longlist of projects.
- 5.3 A more detailed update on Boroughbridge, including engagement plans and early priorities, will be presented to the Committee at a subsequent meeting once this preparatory work has advanced.

6.0 FINANCIAL, LEGAL, EQUALITIES AND CLIMATE CHANGE IMPLICATIONS

- 6.1 The Harrogate TIP engagement has deliberately sought to involve a wide range of voices, including young people through the Youth Council and school workshops, and disabled residents through the Disability Forum, to ensure that diverse needs and perspectives inform the emerging vision and project concepts. Similar attention to equalities, community participation and climate resilience will be incorporated into the development of the Knaresborough and Boroughbridge TIPs as engagement and project scoping progresses.
- 6.2 At this stage, the TIPs are being developed as strategic frameworks and evidence bases, and there is no commitment to specific capital or revenue expenditure beyond existing budgets for strategy and engagement activity.

6.3 Any future projects emerging from the TIPs that require Council investment will be subject to separate business cases, detailed financial appraisal and decision-making through the Council's governance processes.

6.4 Legal implications, including any procurement or statutory consents, will be assessed at individual project level as schemes move from concept to delivery, with early consideration given through the TIP process where relevant.

7.0 CONCLUSIONS

7.1 The Harrogate TIP is progressing well, underpinned by extensive engagement and a strong emerging vision that reflects both the town's heritage strengths and its contemporary challenges and opportunities.

7.2 Knaresborough is in an intensive engagement phase, with a comprehensive programme of events and an online survey underway to shape priorities and a draft vision for its TIP.

7.3 Boroughbridge is at an earlier scoping stage, with preparatory work on evidence, alignment and engagement design underway so that a structured TIP process can commence in due course.

7.4 The three TIPs will collectively support delivery of the Economic Growth Strategy and help to guide future investment decisions across the Harrogate, Knaresborough and Boroughbridge area over the coming years.

8.0 RECOMMENDATIONS

- i) That the Area Constituency Committee notes the progress made in developing Town Investment Plans for Harrogate, Knaresborough and Boroughbridge.
- ii) That Members provide any views on the emerging vision options and priorities for Harrogate to inform the next stage of TIP development.
- iii) That Members note the engagement activity underway in Knaresborough and the proposed next steps for Boroughbridge and indicate any additional local priorities or stakeholder groups that should be considered as the TIPs progress.

Nic Harne
Corporate Director – *Community Development*
County Hall
Northallerton

Report Author – Marcin Szczech, Principal Regeneration Officer

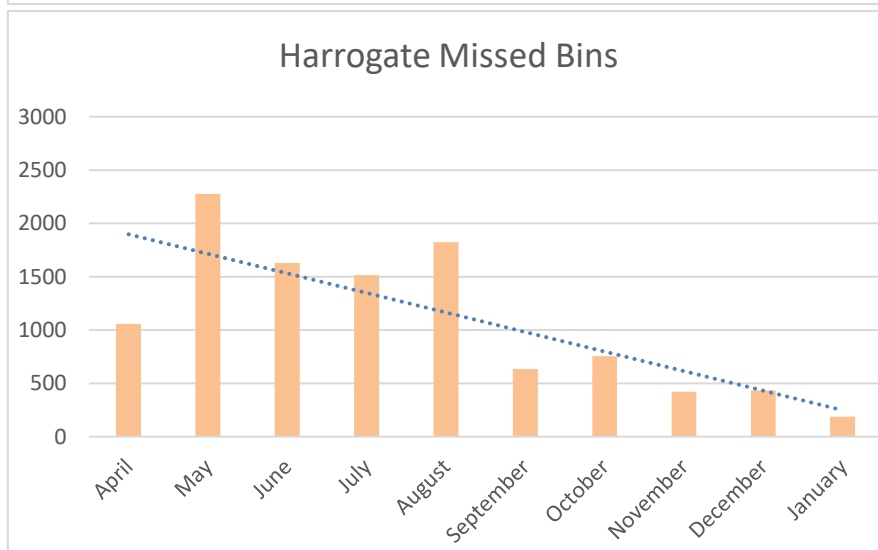
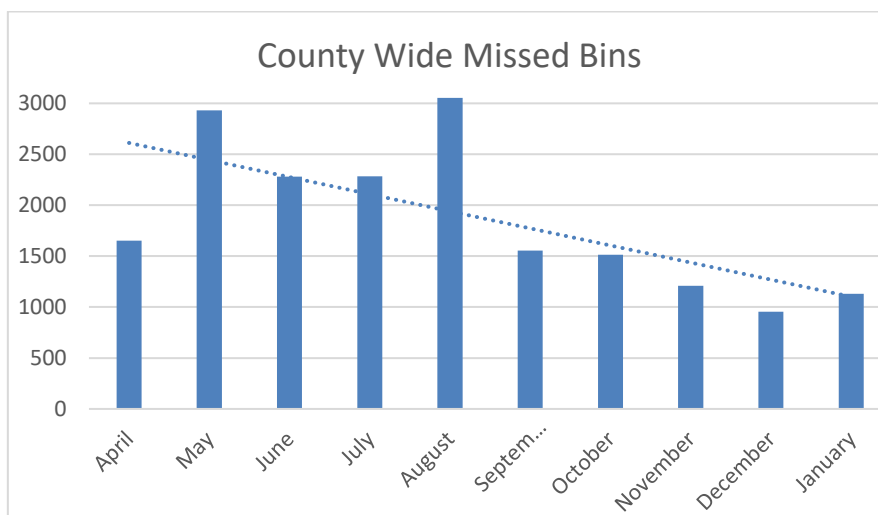
Harrogate Waste and Street Scene performance AC Update - 17 Feb 2026

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.

Waste Collection Update

In my November update to the Committee, I provided data on the number of missed bins in the Harrogate locality. This remains a key performance measure for the Service and our turnaround plan for Harrogate, I am pleased to say this downward trend has continued. This improvement in service performance is very important and we are continuing efforts to ensure this is embedded as a permanent change. I thought it might be helpful to provide the context of the Service overall; for the first time since reorganisation, despite being our biggest locality, Harrogate did not experience the most missed bin reports.



We are now looking to invest more resource in benchmarking to near neighbours and other local authorities across the Country, to explore ways of improving this figure.

Street Scene Enhancements

2026 will see a period of profound change for how street cleansing services are delivered across the Harrogate locality. We will shortly be changing how mechanical sweeping services are delivered, all road sweeping will now move across to North Yorkshire Highways. Doing this will maximise the opportunities of delivering mechanical sweeping and gully cleansing, this will involve the transfer of the assets and the TUPE transfer of colleagues. Pavement, pedestrianised areas and all other forms of street cleansing [including litter bins] will remain with NYC and the Waste and Street Scene Service. There will remain co-ordination between the NYH and NYC at peak demand – leaf clearance etc. As a Service we are then looking to use the next few months to reset and refresh how we deliver street cleansing across North Yorkshire, to improve our effectiveness and ensure our service is as efficient as possible.

Part of this work has started with the recently completed litter bin changes in Harrogate town and looking to reset the number of litter bins in Knaresborough Market Place.

The Service is currently fully staffed, as part of the review we will be reviewing staffing and working hours to make sure it closely reflects the demands on the service.

The Service has developed strong working relationships with Division Members across the County. Feedback from engagement sessions, Member Seminars and ongoing dialogue indicates, a continued high level of interest in street cleansing and community support activities. Building upon this, to maintain a standardised service that is reflective of local demand will be key to the long-term success of the Service.

We're keen to keep communication open and clear with both residents and Members as we go through this year. Your feedback really helps us, so we'd love to hear any ideas you have about how we can keep improving.

With best wishes



Harry J Briggs

Head of Service – Waste Operations and Street Scene